

**No:** 2/92      **Ref:** EW/G91/11/03      **Category:** 5

**Aircraft Type and Registration:** Slingsby T21 glider (modified with a sustainer motor)  
Registration BGA 636

**No & Type of Engines:** 1 Robin 340 cc piston engine

**Year of Manufacture:** Unknown

**Date & Time (UTC):** 16 November 1991 at 1425 hrs

**Location:** Farforth, Lincolnshire

**Type of Flight:** Private

**Persons on Board:** Crew - 2      Passengers - None

**Injuries:** Crew - 2 (minor)      Passengers - N/A

**Nature of Damage:** Glider destroyed

**Commander's Licence:** BGA Silver C

**Commander's Age:** 66 years

**Commander's Flying Experience:** 400 hours on gliders (of which about 200 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot and telephone enquiries

The glider had been modified with a small piston engine fitted centrally to the trailing edge of the wing. The engine could produce sufficient power to sustain the aircraft in flight but insufficient for any self-launch capability. On that basis, the pilot did not require a Private Pilot's Licence.

The glider was car-tow launched from East Kirby (070°M/7nm from RAF Coningsby) at about 1300 hrs where the wind was calm, the visibility was 5000 m in haze, and the cloud structure was 2 oktas cumulus at 2500 feet, 3 oktas strato-cumulus at 4000 feet and 8 oktas of altostratus at 12000 feet. After launch the pilots did not find any rising air and so the engine was kept running at near full power. There was no significant change in the weather during the next hour apart from some light rain but the glider occupants became, by their own admission, completely lost. About eighty minutes after take-off when the fuel supply was running low, the first pilot decided upon a precautionary landing before it became exhausted. All the fields around him were ploughed and, lacking a better option, he chose one with a narrow path on which he intended to land. Unfortunately, it was not until late during the approach that he realised that his chosen landing area had a significant down slope. He attempted to go around but the power available was insufficient and eventually the glider struck the ground

heavily in a nose low attitude some distance from the path. The wings detached, the nose was buried in soil and the cockpit area was badly damaged. The first pilot was trapped in the wreckage but the second managed to get clear and summon help from a passing vehicle. The driver, helped by the second pilot, released the first pilot from the wreckage and took them both to hospital where they were detained overnight. One occupant had sustained chest injuries plus a broken ankle and both were badly bruised.

The point of landing was nine miles north of the point of departure. There was no two-way radio on board the glider and the first pilot was no longer a member of the British Gliding Association.