

Accident

Aircraft Type and Registration:	Schleicher AS-K 13, G-DEVJ	
No & Type of Engines:	None	
Year of Manufacture:	1984 (Serial no: 13637AB)	
Date & Time (UTC):	7 April 2025 at 1305 hrs	
Location:	Lasham Airfield, Hampshire	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - 1 (Serious)
Nature of Damage:	None	
Commander's Licence:	Sailplane Pilot's Licence	
Commander's Age:	72 years	
Commander's Flying Experience:	23,000 hours (of which 1,500 were on type) Last 90 days - 28 hours Last 28 days - 20 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

History of the flight

The glider was being flown on an instructor revalidation flight and various manoeuvres had been completed before approaching to land. As the aircraft was about to land the pilot in command (PIC), acting as a student, performed a ballooned¹ landing. The instructor immediately took control. The glider then landed tailwheel first and de-rotated rapidly before coming to a stop. The instructor suffered a spinal injury during the landing and the PIC was uninjured. There was no damage to the glider.

Pilot's assessment

In assessing the causal or contributory factors, the PIC considered there were two main issues which led to this accident. Even though he initiated the landing anomaly and, being with an experienced and able instructor under revalidation, he anticipated an extended float across the airfield to land. He considers that he should have been quicker to intervene and ensure the airbrakes were closed, and remained closed, which would have prevented the rapid de-rotation.

He also felt that his pre-flight brief should have made it clearer that when he was roleplaying as the student, the instructor being revalidated must take care not to falsely assume he would fly to a high standard.

Footnote

¹ A sudden unwanted gain in height as the glider nears the ground on approach to landing.

AAIB comment

Instructor revalidation flights in sport or general aviation are vitally important in ensuring the safety of students and their instructors. However, it must be accepted that they introduce a slight increased risk of a mishap when an unexpected or unusual inject is made, particularly during the crucial phases of any flight.