

No: 12/88

Ref: EW/G88/09/02

Category: 1c

**Aircraft Type  
and Registration:**

Glaser Dirks DG-400, G-BLRM  
CAP21, G-BLZZ

**No & Type of Engines:**

G-BLRM: 1 Rotax 505 piston engine  
G-BLZZ: 1 Lycoming AEIO-360-A1B piston engine

**Year of Manufacture:**

G-BLRM: 1984  
G-BLZZ: 1985

**Date and Time (UTC):**

4 September 1988 at 1445 hrs

**Location:**

Crosland Moor Airfield, Huddersfield, Yorkshire

**Type of Flight:**

Both private (pleasure)

**Persons on Board:**

Crew: G-BLRM: - 1                      Passengers: G-BLRM: - None  
          G-BLZZ: - 1                                           G-BLZZ: - None

**Injuries:**

Crew: G-BLRM: - None                  Passengers: G-BLRM: - N/A  
          G-BLZZ: - None                                       G-BLZZ: - N/A

**Nature of Damage:**

G-BLRM: Engine and propeller destroyed. Broken canopy and  
damage to upper surface of wings  
G-BLZZ: Damage to underside of fuselage and engine cowlings.  
Minor damage to wing spars and root ribs

**Commander's Licence**

Both: Private Pilot's Licence

**Commander's Age:**

G-BLRM: 42 years  
G-BLZZ: 42 years

**Commander's Total  
Flying Experience:**

G-BLRM: 659 hours (of which 268 were on type)  
G-BLZZ: 470 hours (of which 26 were on type)

**Information Source:**

Aircraft Accident Report Form submitted by the pilots

The aircraft were attending a fly-in at the airfield and shortly before the accident the CAP 21 overflew the field prior to landing. The pilot of the Glaser-Dirks, who was already on the ground, had reported a problem with his radio to the Air/Ground Operator but stated that he was able to send and receive messages. Having received take-off clearance, he taxied onto the runway but had to stop, switch off his engine and leave his motor glider in order to free his left wing from entanglement with some weeds at the edge of the runway. Prior to this he had seen the CAP 21 in company with a Pitts Special overfly the runway before turning left into the circuit. He then re-boarded his aircraft having checked that the final approach was clear. He started the engine and made a radio transmission that he was taking-off. As he became airborne he was struck from behind by the CAP 21 but he was able to land straight ahead although his engine had collapsed onto the canopy.

The pilot of the CAP 21 states that he had flown a normal circuit following his overflight and approached to land with the Pitts Special behind him. He noted two aircraft, one of which was the Glaser-Dirks, stationary at the threshold of runway 25. As he landed about 100 metres along the runway he felt an impact which shattered his cockpit floor. Despite a loss of airspeed he applied power and was able to land further along the runway. The pilot of the CAP 21 states that he had made a radio call of "Short Finals" and had heard the Air/Ground Radio instruct the Glaser-Dirks to maintain its position.