

**Aviation Safety Investigation Report  
198602304**

**Glasflugel Libelle 210 B**

**19 January 1986**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at [www.atsb.gov.au](http://www.atsb.gov.au).**

This accident was not the subject of an on-site investigation.

**Occurrence Number:** 198602304 **Occurrence Type:** Accident

**Location:** Murrumbidgee (28 km NW Leeton) NSW

**Date:** 19 January 1986 **Time:** 1830

**Highest Injury Level:** Nil

**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

**Aircraft Details:** Glasflugel Libelle 210 B

**Registration:** VH-GGS

**Serial Number:**

**Operation Type:** Private (Gliding)

**Damage Level:** Substantial

**Departure Point:** Leeton NSW

**Departure Time:** 1330

**Destination:** Leeton NSW

**Approved for Release:** August 5th 1986

**Circumstances:**

The pilot was competing in the Australian National Gliding championships. An outlanding became necessary when thermal activity declined and an approach was made to a dry field which was used for irrigation. On the downwind leg of the circuit, the pilot noted that a ditch crossed the field, however this ditch was not visible to him when on final approach. During the landing roll the glider collided with the ditch. The pilot had overflown a more suitable landing area, with the intention of making the outlanding closer to the destination aerodrome. The paddock ultimately selected was the most suitable in the vicinity, but required an approach between clumps of trees and alongside a power line. During the latter stages of the approach the pilot's vision was affected by sun glare.