

**Aviation Safety Investigation Report
199504285**

**Glasflugel Gmbh & Co Kg
Hornet**

04 December 1995

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 Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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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.

Immediately after the accident the Gliding Federation of Australia issued an Operations Advice Notice advising details of the accident. The notice made the point that crossed controls had occurred before and that an Airworthiness Advice Notice had been issued in 1980 covering the subject. This notice stated 'this incident emphasises the dangers of complacency; we have come to expect things to operate correctly and therefore assume that if something is working, it is working correctly'.

The Operations Advice Notice made three recommendations relating to the principles of assuring correct sense and the avoidance of external distraction during preflight inspections.

The Gliding Federation also issued an Airworthiness Directive requiring, on the subject gliders, gimbals for the left wing to be painted bright red and for the gimbals for the right wing to be paint bright green. This action is to be performed at the next annual inspection.

