

**Aviation Safety Investigation Report
199203079**

**Burkhart Grob Flugzeugbau
G 103 Twin II
Schempp-Hirth GmbH & Co. KG
Ventus**

26 December 1992

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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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199203079 **Occurrence Type:** Incident
Location: 16km W Jondaryan
State: QLD **Inv Category:** 4
Date: Saturday 26 December 1992
Time: 1230 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Schempp-Hirth GmbH & Co. KG
Aircraft Model: Ventus B
Aircraft Registration: VH-GFN **Serial Number:**
Type of Operation: Non-commercial Practice
Damage to Aircraft: Minor
Departure Point: McCaffrey's Field QLD
Departure Time: 1215 EST
Destination: McCaffrey's Field QLD

Aircraft Manufacturer: Burkhart Grob Flugzeugbau
Aircraft Model: G 103 Twin II
Aircraft Registration: VH-IUR **Serial Number:**
Type of Operation: Non-commercial Practice
Damage to Aircraft: Minor
Departure Point: McCaffrey's Field QLD
Departure Time: 1200 EST
Destination: McCaffrey's Field QLD

Approved for Release: Thursday, August 8, 1996

After an aero tow to 2000 feet above ground level, the two seat Grob glider descended before the pilot located a thermal. The flight was to give a visiting Japanese glider pilot an experience of gliding in Australia. Two other gliders were launched and they commenced thermalling in an adjacent thermal.

The Grob pilot later joined the other gliders in their thermal, and remained there while climbing from 2500 feet to 3000 feet above ground level. With the other gliders still in the thermal and at least 200 feet higher, the pilot elected to leave and tracked north at 50 knots. A short time later the glider experienced a collision and the pilot observed another glider immediately above and overtaking.

Suspecting tail damage, the pilot elected to conduct a descent at low speed without the use of dive brakes. The descent in sinking air took about 20 minutes. Both aircraft landed uneventfully.

The pilots later concluded that the single seat glider had departed from the thermal shortly after the two seater, without the pilot of the single seat aircraft being aware that the other had left. They both departed in the same direction. Because the inter-thermal speed for the single seat glider was 70 knots the pilot accelerated to that speed, using the 200 feet of vertical separation that had existed with the two seat glider. The result was that neither pilot was able to see the other aircraft prior to the collision.
