

**Aviation Safety Investigation Report
198901548**

Fournier RF5

14 July 1989

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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.

Occurrence Number: 198901548
Location: Euroa VIC
Date: 14 July 1989
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1500

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	2

Aircraft Details: Fournier RF5
Registration: VH-GGJ
Serial Number: 5121
Operation Type: Private
Damage Level: Substantial
Departure Point: Euroa VIC
Departure Time: 1500
Destination: Euroa VIC

Approved for Release: 9th August 1989

Circumstances:

The RF5 glider pilot was taxiing for take off with the intention of passing to the right of a Blanik glider which was bogged in muddy ground. He feared moving too far to the right because there was a risk of bogging the RF5 also. Initially the pilots in charge of both gliders thought there would be enough clearance. As the RF5 neared the Blanik, the Blanik pilot began waving to stop the RF5 but it was too late. The left wing tip of the RF5 struck the nose of the Blanik. At the time of the collision the RF5 was taxiing at a brisk walking pace. This accident was not the subject of a formal on-site investigation.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. The RF5 pilot's taxiing path was restricted because of boggy ground.
2. The RF5 pilot was probably taxiing too fast.
3. The RF5 pilot misjudged his wing tip clearance from the aircraft.