

**Aviation Safety Investigation Report  
199000599**

**Astir CS77**

**03 October 1990**

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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](http://www.atsb.gov.au).**

**Occurrence Number:** 199000599 **Occurrence Type:** Accident

**Location:** Ulownda Station, 9 km S Wilpena Pound SA

**Date:** 03 October 1990 **Time:** 1230

**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:** Astir CS77

**Registration:** VH-KYR

**Serial Number:** N/K

**Operation Type:** Private

**Damage Level:** Substantial

**Departure Point:** Ulownda Station SA

**Departure Time:** N/K

**Destination:** Ulownda Station SA

**Approved for Release:** 1st March 1991

**Circumstances:**

The pilot, who had limited gliding experience, was taking part in an away from home gliding excursion in the Flinders Ranges. She had made only six flights from the airfield and these had all been in one direction of landing. However, the strip was subsequently changed to a direction previously not used by the pilot. She had been authorised for a further solo flight by her instructor on his understanding that she would be landing in a familiar direction. The accident flight was only the pilot's second flight in the aircraft type. After an uneventful launch, the pilot was watched on her return to the circuit by her instructor. From his observations, the pilot appeared to be flying too low on the downwind leg and did not compensate on her base leg. Initially, the pilot's final approach appeared to be normal but then it was noticed that the airbrakes were extended. The aircraft was seen to dive more steeply, level off for landing and collide with a fence short of the strip. The pilot later admitted that she was not confident of being able to land within the strip length and was preoccupied with some trees at the end of the runway. This accident was not the subject of an on-scene investigation.