

**Aviation Safety Investigation Report  
199501557**

**Edmund Schneider Ltd  
Kingfisher**

**27 May 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](http://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:** 199501557                      **Occurrence Type:** Accident  
**Location:** 15km SW Mareeba Aerodrome  
**State:** QLD                      **Inv Category:** 4  
**Date:** Saturday 27 May 1995  
**Time:** 1303 hours                      **Time Zone** EST  
**Highest Injury Level:** Fatal  
**Injuries:**

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

**Aircraft Manufacturer:** Edmund Schneider Ltd  
**Aircraft Model:** ES 57 Kingfisher  
**Aircraft Registration:** VH-GLQ                      **Serial Number:**  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Destroyed  
**Departure Point:** Springmount Station QLD  
**Departure Time:** 1256 EST  
**Destination:** Springmount Station QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on</b>	
		<b>Type</b>	<b>Hours Total</b>
Pilot-In-Command	None	7.0	400

**Approved for Release:** Thursday, October 19, 1995

Following a winch launch, the pilot soared the glider for some five minutes. On return to the circuit the glider was flown towards left base and was noted to be low for a normal circuit. Reports indicate that the glider may have then commenced a turn before entering a spin to the left. After two rotations of the spin the glider impacted the ground short of the threshold. No attempt at recovery from the spin was detected by witnesses.

The prevailing weather conditions were a light wind with 3 OKTA of cumulus cloud above 6,000ft.

Members of the pilot's gliding club stated that the circuit entry flown was uncharacteristic of the pilot.

The Post Mortem Examination did not reveal any identifiable cause for incapacity.

The reasons for the loss of control have not been determined.

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