

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/721/1001

1. LOCATION OF OCCURRENCE

Stonefield, South Australia.	Height a.m.s.l. (ft) 400 feet	Date 5.1.72	Time (Local) 1345	Zone CSuT
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2. THE AIRCRAFT

Make and Model Olympia 2 Glider	Registration VH-GHR	Certificate of Airworthiness	Valid from 26.12.71	Valid to 25.12.74
Registered Owner Great Eastern Gliding Club, P.O. Box 98, Tailem Bend, South Australia.	Operator Barossa Valley Gliding Club Stonefield, South Australia	Degree of damage to aircraft Substantial	Other property damaged Nil	
Defects discovered				

3. THE FLIGHT

Last or intended departure point Stonefield	Time of departure 1344	Next point of intended landing Point of Departure	Purpose of flight Local Gliding	Class of operation Private
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THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Gerald STURDY	Pilot	36	'C' Gliding Certificate	1.20	31	Serious

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

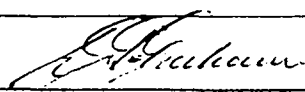
The pilot was converted to the Olympia 2 glider on 4 January, 1972, and on that day he made five flights in VH-GHR. On the third of these flights he experienced a cable break at about 300 feet and landed normally off a modified circuit.

On 5 January, 1972, he completed one satisfactory flight in VH-GHR. On his next launch in this glider, at approximately 1344 hours central summer time, the cable broke when the aircraft had reached a height of about 30 feet above the ground. The pilot released the cable and pushed the control column forward. He then extended the dive brakes as for a normal landing but it is probable that the airspeed was low. Although the pilot attempted to flare the glider for landing it struck the ground heavily in a slightly nose down attitude.

7. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot employed an incorrect technique following a cable break at a low height, in that he prematurely deployed the dive brakes.

Report released


(D.S. GRAHAM)Designation
Assistant Director-General
(Air Safety Investigation)Date
18.9.72

DEFINITIONS

ACCIDENT - An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all those persons have disembarked and in which

- (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached to the aircraft; or
- (b) the aircraft suffers substantial damage.

FATAL INJURY - Any injury which results in death within 30 days.

SERIOUS INJURY - Any injury other than a fatal injury which

- (a) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or
- (b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (c) involves lacerations which cause severe haemorrhages, nerve, muscle or tendon damage; or
- (d) involves injury to any internal organ; or
- (e) involves second or third degree burns, or any burns affecting more than five percent of the body surface.

MINOR INJURY - Any injury other than as defined under "Fatal Injury" or "Serious Injury".

DESTROYED - Consumed by fire, demolished or damaged beyond repair.

SUBSTANTIAL DAMAGE - Damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component. The following types of damage are specifically excluded: engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, taxi-ing damage to propeller blades, damage to tyres, engine accessories, brakes, or wingtips.

MINOR DAMAGE - Damage other than as defined under "Destroyed" or "Substantial Damage".