

**Aviation Safety Investigation Report
199403737**

**Edmund Schneider Ltd
KA 6**

11 December 1994

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.

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: 199403737

Occurrence Type: Accident

Location: Barmera

State: SA

Inv Category: 4

Date: Sunday 11 December 1994

Time: 1516 hours

Time Zone: CSuT

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
Total	1	0	0	0	1

Aircraft Manufacturer: Edmund Schneider Ltd

Aircraft Model: KA 6

Aircraft Registration: VH-GHA

Serial Number: 77

Type of Operation: Non-commercial Pleasure/Travel

Damage to Aircraft: Destroyed

Departure Point: Barmera SA

Departure Time: 1516 CSuT

Destination: Barmera SA

Crew Details:

Role	Class of Licence	Hours on		
		Type	Hours	Total
Pilot-In-Command	None		12.0	112

Approved for Release: Thursday, March 21, 1996

The glider had been prepared for its first flight of the day and found airworthy. The pilot was considered to be competent, and had been trained in all emergency procedures pertaining to winch launches.

Witnesses reported that although the takeoff appeared normal, the glider climbed at a steep angle and slow forward speed. At about 200 ft above ground level the winch tow cable failed. The pilot lowered the nose to about the level flight attitude before commencing a turn to the right and releasing the broken tow cable. As he had not lower the nose sufficiently for the glider to gain flying speed, it stalled, entered a spin and impacted the ground.

Winch tow cable are known to break regularly, and glider pilots are trained to cope with this situation. It could not be determined why the pilot failed to apply the correct recovery procedures.