

**Aviation Safety Investigation Report
198800139**

Szybowcowy Standard Jantar 2

23 October 1988

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO 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.

Occurrence Number: 198800139
Location: Narrogin WA
Date: 23 October 1988
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1432

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	1

Aircraft Details: Szybowcowy Standard
Jantar 2
Registration: VH-GZU
Serial Number: N/K
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: Narrogin WA
Departure Time: 1344
Destination: Narrogin WA

Approved for Release: 2 May 1989

Circumstances:

The pilot was conducting a short cross country flight. As he approached the end of the final leg he realised that there was insufficient height available for the aircraft to make a safe landing at the destination aerodrome. A decision was made to attempt an out-landing as the aircraft passed through 1200 feet on the descent. At that height the choice of fields was restricted and the one that was chosen for the landing was unsuitable. The landing area was covered with long grass and sloped downwards and from right to left. A shallow gully also crossed the area. During the final stages of the approach the right wing touched the ground and long grass causing the aircraft to yaw violently and enter a ground loop. The aircraft finally touched down whilst it was travelling sideways and it came to rest after travelling backwards along the paddock. The pilot was not authorised to conduct cross country flights in the particular aircraft type as he had not completed the required number of flight hours and landings. This accident was not the subject of an on scene investigation.

Significant Factors:

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

1. The pilot made a late decision to conduct an out-landing.
2. The paddock chosen by the pilot was unsuitable for an out-landing.
3. The pilot attempted an operation for which he was not authorised.