

**Aviation Safety Investigation Report
198600683**

Pezetel Jantar Standard 2

08 January 1986

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 CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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:	198600683				Occurrence Type:	Accident			
Location:	1 km North Gawler SA								
Date:	08 January 1986				Time:	1214			
Highest Injury Level:	Minor								
Injuries:									
		Fatal	Serious	Minor	None				
Crew	0	0	0	0	0				
Ground	0	0	0	0	-				
Passenger	0	0	0	0	0				
Total	0	0	0	1	0				

Aircraft Details: Pezetel Jantar Standard 2
Registration: VH-UKQ
Serial Number:
Operation Type: Private (Gliding competition)
Damage Level: Substantial
Departure Point: Gawler SA
Departure Time: 1214
Destination: Gawler SA

Approved for Release: March 11th 1986

Circumstances:

The pilot was taking part in a gliding race. About 3 kilometres from the destination the pilot realised that he would not reach the aerodrome and that an outlanding would be necessary. He selected a small paddock with trees on the approach boundary, but sink was encountered and he found he was unable to clear these trees. The aircraft stalled either just before or coincident with colliding with the tree tops. The right wingtip then struck the ground 22 metres beyond the trees and the glider rotated through about 140 degrees to the right before the fuselage impacted heavily with the ground. The decision to outland was left too late.