

**Aviation Safety Investigation Report
198501404**

Schempp-Hirth Standard Cirrus

19 October 1985

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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: 198501404
Location: Horsham VIC
Date: 19 October 1985
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident
Time: 1430

	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: Schempp-Hirth Standard
 Cirrus
Registration: VH-GYZ
Serial Number:
Operation Type: Gliding
Damage Level: Substantial
Departure Point: Horsham VIC
Departure Time: 1429
Destination: Horsham VIC

Approved for Release: October 30th 1986

Circumstances:

During the launch by a tug aircraft for the pilot's first flight of the day, turbulence was encountered at about 40 feet agl. The pilot released from the tow and attempted to land straight ahead, however the right wing struck a post of the aerodrome boundary fence and the aircraft ground looped before coming to rest. The pilot had earlier experienced difficulty in fitting the all-moving tailplane to the glider during the pre-flight assembly. Shortly after becoming airborne the turbulence led the pilot to believe he had elevator control problems and he released from the tow. He then planned to land straight ahead, controlling the rate of descent with the air brake and making virtually no elevator movements. The use of air brake shortened the gliding distance to the point where the aircraft could not clear the boundary fence. Subsequent investigation revealed no defect with the elevator controls or the tailplane.