

**Aviation Safety Investigation Report
198601403**

**Flughanbuch Glaser-Dirks DG-300
Schemp-Hirth Discus B**

27 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.

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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.

This accident was not subject to an on scene investigation.

Occurrence Number: 198601403 Location: 48 km NE Benalla VIC Date: 27 January 1986 Highest Injury Level: Nil Injuries:	Occurrence Type: Accident Time: N/K
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	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	2

Aircraft Details: Flughanbuch Glaser-Dirks DG-300 Registration: D-2870 Serial Number: Operation Type: Private (Gliding) Damage Level: Substantial Departure Point: Benalla VIC Departure Time: N/K Destination: Benalla VIC	Schemp-Hirth Discus B VH-HNZ Private (Gliding) Minor Benalla VIC
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Approved for Release: June 10th 1986

Circumstances:

The pilots were competing in the Austraglide '86 international gliding championships. During a cross-country exercise a number of gliders were thermalling in the same general area. The pilot of D-2870 entered a thermal at about 4000 feet above ground level. His entry was made via a 45 degree bank right turn, but after turning through about 450 degrees the left wingtip of his aircraft contacted the forward under-fuselage area of VH-HNZ. This aircraft had been in a left turn with about 12 degrees angle of bank. Following the collision, both aircraft remained under control and were flown to the planned destination without further incident. Neither pilot saw the other aircraft prior to the collision. The pilot of VH-HNZ had been turning to adjust his track and had been watching other gliders well below his level. Visibility forward and downward is somewhat restricted in this particular model of glider. The pilot of D-2870 advised that he was turning towards the sun and climbing when the collision occurred.