

**Aviation Safety Investigation Report
198702379**

**Schempp-Hirth Discus A
Schempp-Hirth Discus A**

29 January 1987

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.

This accident was regarded as an operational hazard inherent in this type of competition, and was not the subject of an on scene investigation.

Occurrence Number: 198702379 **Occurrence Type:** Accident
Location: 7 km NE Deniliquin NSW
Date: 29 January 1987 **Time:** N/K
Highest Injury Level: Nil
Injuries:

	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:	Schempp-Hirth Discus A	Schempp-Hirth Discus A
Registration:	LB (Italian)	VH-GSO
Serial Number:		
Operation Type:		
Damage Level:	Substantial	Nil
Departure Point:	Benalla VIC	Benalla VIC
Departure Time:	N/K	
Destination:	Benalla VIC	

Approved for Release: April 22nd 1987

Circumstances:

The pilots were competing in a race as part of the World Gliding Championships. The gliders were in a group climbing in a thermal, when they collided at about 3900 feet above mean sea level. The Italian pilot in LB did not see the other aircraft, while the Polish pilot of VH-GSO only became aware of the proximity of LB at the last moment. The collision severed the right half of the horizontal stabiliser of LB, however the pilot was able to retain control of the aircraft and landed without further damage.