

**Aviation Safety Investigation Report
198700722**

Glasflugel Libelle H201B

8 February 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 not the subject of an on-site investigation.

Occurrence Number: 198700722 **Occurrence Type:** Accident
Location: 3km North of Bond Springs NT
Date: 8 February 1987 **Time:** 1315
Highest Injury Level: Nil
Injuries:

	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: Glasflugel Libelle H201B
Registration:
Serial Number: 116
Operation Type: Private-Gliding
Damage Level: Substantial
Departure Point: Bond Springs NT
Departure Time: 1315
Destination: Bond Springs NT

Approved for Release: September 7th 1987

Circumstances:

While returning to the airfield the glider experienced a deterioration of lift and the pilot decided to carry out a landing on the Stuart Highway. The pilot observed two vehicles on the road and attempted to warn them of his intention to land. The first vehicle stopped but a bus following, continued along the roadway. The pilot decided to land before reaching the bus. After touchdown the pilot moved the glider to the side of the road but the left wing struck a road sign then a tree. The glider slewed off the road and the landing gear was torn off. The pilot was forced to accept a collision with known obstructions in order to avoid the bus. The countryside in the vicinity of the highway was considered unsuitable for an outlanding.