

**Aviation Safety Investigation Report
198503529**

Birkhart Grob G102 Astir

11 August 1985

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: 198503529 **Occurrence Type:** Accident
Location: Bundaberg Gliding strip, 12 km SSW of Bundaberg QLD
Date: 11 August 1985 **Time:** 1735
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: Birkhart Grob G102 Astir
Registration: VH-WQJ
Serial Number:
Operation Type: Gliding
Damage Level: Substantial
Departure Point: Bunaberg Gliding Strip
QLD
Departure Time: 1730
Destination: Bundaberg Gliding Strip
QLD

Approved for Release: 26th September 1985

Circumstances:

The pilot intended to land the glider as close as possible to the hangar. On final, speed was increased to make good the touchdown point, then the aircraft was held in level flight at about 20 feet above the strip. As the landing gear was selected down, the nose dropped and the glider impacted the runway heavily. The landing gear failed and the glider slid for 47 metres on its lower fuselage before coming to rest. The elevator trim had been set nose down for high speed flight, and although a trim check is required, it was omitted from the pre-landing checks. The pilot said that when he changed hands to lower the gear, he may have relaxed the pressure on the stick in his left hand which moved forward under the influence of the nose down trim, resulting the nose drop and the subsequent heavy landing.