

**Aviation Safety Investigation Report  
198800703**

**Grob G103 Twin Astir 2**

**20 February 1988**

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](http://www.atsb.gov.au).**

This accident was not subject to an on-scene investigation.

**Occurrence Number:** 198800703

**Occurrence Type:** Accident

**Location:** Gawler SA

**Date:** 20 February 1988

**Time:** 1848

**Highest Injury Level:** Minor

**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	2	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>

**Aircraft Details:** Grob G103 Twin Astir 2

**Registration:** VH-FQI

**Serial Number:** N/K

**Operation Type:** Private (Gliding)

**Damage Level:** Substantial

**Departure Point:** Gawler SA

**Departure Time:** 1838

**Destination:** Gawler SA

**Approved for Release:** 19 April 1988

#### **Circumstances:**

The pilot was conducting his first solo circuit and landing. Following the initial touchdown the aircraft ballooned twice, and the pilot was unable to maintain directional control after the final touchdown. The aircraft collided with another glider which was being prepared for launching. Immediately prior to this particular flight, the pilot had successfully completed a check flight with an instructor. It was considered likely that the aircraft had been affected by a crosswind component during the latter stages of the landing, and the pilot had been unable to react in sufficient time to avoid a collision with the parked glider.