

**Aviation Safety Investigation Report
198702452**

Petzetel SZD41A Jantar

30 December 1987

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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.

Occurrence Number: 198702452
Location: 10 km East of Lockhart NSW
Date: 30 December 1987
Highest Injury Level: Fatal
Injuries:

Occurrence Type: Accident
Time: 1510 ESuT approx

| | Fatal | Serious | Minor | None |
|--------------|----------|----------|----------|----------|
| Crew | 1 | 0 | 0 | 0 |
| Ground | 0 | 0 | 0 | - |
| Passenger | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 0 |

Aircraft Details: Petzetel SZD41A Jantar
Registration: VH-WQX
Serial Number: B721
Operation Type: Private
Damage Level: Destroyed
Departure Point: Corowa NSW
Departure Time: 1245
Destination: Corowa NSW

Approved for Release: 22 March 1988

Circumstances:

The pilot was participating in a 500 kilometres cross country gliding competition. Atmospheric conditions were not favourable for prolonged soaring flight, and none of the other participants was able to cover any significant distance. However, this particular aircraft departed on the planned track, and the next reported sighting was about 3 kilometres from the accident site. At this time the aircraft was circling at approximately 300 feet above the ground and tracking to the north-west. No further sightings were reported, and the wreckage of the aircraft was subsequently discovered in a paddock 102 kilometres from the DEPARTURE aerodrome, on the intended track. Investigation revealed that the glider had initially contacted the ground with the leading edge of the right wing, while the aircraft was in a steep nose-down attitude and spinning to the right. There were no known witnesses to the accident, and it could not be established whether the pilot had been attempting to outland or to find a thermal at low level. There was no evidence of any pre-existing mechanical defect which might have contributed to this occurrence. It was probable that control of the glider was lost during a manoeuvre at low speed and height above the ground, however the reason for the loss of control was not determined.