

**Aviation Safety Investigation Report
199000604**

Lemke-Schneider LS-3

22 November 1990

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 formally investigated by the Bureau.

Occurrence Number: 199000604 **Occurrence Type:** Accident
Location: 20 km east of Waikerie SA
Date: 22 November 1990 **Time:** 1245
Highest Injury Level: Serious
Injuries:

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

Aircraft Details: Lemke-Schneider LS-3
Registration: VH-GQI
Serial Number: N/K
Operation Type: Private
Damage Level: Substantial
Departure Point: Waikerie SA
Departure Time: 1214
Destination: Waikerie SA

Approved for Release: 10th April 1991

Circumstances:

The pilot was undertaking a 300 kilometre triangle cross-country task. A witness reported seeing the aircraft circling at about 400 feet above ground level (agl) before starting to fly a straight path. The aircraft was then seen to begin circling again at a much lower altitude after which it straightened up and flew in the direction of the home airfield. The glider was then observed to nose over and strike the ground without any apparent attempt at recovery. An inspection of the aircraft on site by a club official showed that the airbrakes were fully extended and the flaps were at plus ten degrees when the aircraft impacted. The pilot reportedly could not recall circling at a low altitude but he believes that he was attempting to land prior to the accident. A probable explanation of the accident is that the pilot allowed the aircraft to stall at a height insufficient for recovery.