

**Aviation Safety Investigation Report
198602313**

I C A Brasov IS28 B2

16 February 1986

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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: 198602313
Location: Richmond NSW
Date: 16 February 1986
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1215

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	2

Aircraft Details: I C A Brasov IS28 B2
Registration: VH-WVU
Serial Number:
Operation Type: Private (Gliding)
Damage Level: Substantial
Departure Point: Richmond NSW
Departure Time: 1212
Destination: Richmond NSW

Approved for Release: April 16th 1986

Circumstances:

The flight was intended to give the student practice at the procedures required in the event of a breakage of the tow line. The instructor released the glider from the tow at about 350 feet above ground level. The student manoeuvred the aircraft towards the strip. On final approach both pilots realised the aircraft was low, but they expected it to land within the confines of the strip. However, the left wing struck a tree some 19 metres from the aerodrome boundary. This impact slewed the aircraft, which then collided with a fence before striking the ground while travelling backwards. The pilot of the tug aircraft had not complied with the pre-flight briefing, which required him to maintain runway heading after take-off. The tug had turned to the right at about 200 feet above ground level. This action placed the glider in a less favourable position for the pilot being checked to employ the standard procedure for returning to the field when the cable break was simulated. Although he was an experienced glider pilot, this was his first cable break exercise for three years and he was not in current flying practice. At the time the pilots realised that the glider was low, suitable areas for an outlanding were available, but the instructor relied on the other pilot's judgment and allowed the approach to continue.