

**Aviation Safety Investigation Report  
198600136**

**Schempp Hirth Cirrus**

**26 April 1986**

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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.

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

**Occurrence Number:** 198600136  
**Location:** Beverley WA  
**Date:** 26 April 1986  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1406

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

**Aircraft Details:** Schempp Hirth Cirrus  
**Registration:** VH-GXE  
**Serial Number:**  
**Operation Type:** Private(Gliding)  
**Damage Level:** Substantial  
**Departure Point:** Beverley WA  
**Departure Time:** 1346  
**Destination:** Beverley WA

**Approved for Release:** June 12th 1986

**Circumstances:**

After establishing the aircraft on final approach the pilot reported that he increased the airspeed and deployed full airbrake to practise the actions required to correct a gross overshoot situation. A high rate of descent was established but the pilot misjudged the landing flare and the aircraft landed heavily collapsing the mainwheel and cracking the fuselage.