

**Aviation Safety Investigation Report  
199001160**

**Glasflugel Libelle**

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

The accident was not formally investigated by the Bureau.

**Occurrence Number:** 199001160      **Occurrence Type:** Accident  
**Location:** Woodvale Gliding Strip near Bendigo VIC  
**Date:** 20 October 1990      **Time:** 1545  
**Highest Injury Level:** Minor  
**Injuries:**

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

**Aircraft Details:** Glasflugel Libelle  
**Registration:** VH-GCS  
**Serial Number:** 462  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Woodvale VIC  
**Departure Time:** N/A  
**Destination:** Woodvale VIC

**Approved for Release:** 23rd July 1991

#### **Circumstances:**

The pilot had received winch launch training eighteen months earlier, but had not carried out any further launches until the day of the accident. His flying experience on the Libelle was restricted to two flights, some four months earlier. On the day of the accident, he underwent three winch launch check flights with a club instructor in a K7 glider, resulting in a satisfactory standard being assessed. It was reported that the pilot then prepared for a winch launch in the Libelle, which included selecting full nose down elevator trim to counter an expected nose up pitch tendency during launch. Shortly after the glider became airborne, the nose pitched up very steeply, the right wing dropped and struck the ground, resulting in the glider cartwheeling into a fence.