

**Aviation Safety Investigation Report
198902534**

Californian Sailplanes BJIB Duster

14 January 1989

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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: 198902534 **Occurrence Type:** Accident

Location: "Jonnybrooke" (7 km South of Monarto) SA

Date: 14 January 1989 **Time:** 1435

Highest Injury Level: Fatal

Injuries:

	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: Californian Sailplanes BJIB
Duster

Registration: VH-UIS

Serial Number: HB 86

Operation Type: Private (Gliding)

Damage Level: Destroyed

Departure Point: Monarto SA

Departure Time: 1430

Destination: Monarto SA

Approved for Release: 16 June 1989

Circumstances:

The pilot had recently purchased the glider, and had previously made two short flights in it, for endorsement and familiarisation purposes. On the day of the accident he had trailered the glider to the launching strip, and had then assembled and rigged it for flight. A normal winch launch was carried out, with the glider releasing from the winch at about 1000 feet above the ground. It was then observed to be circling in a thermal, while gaining a further 500 feet of altitude. The angle of bank at this time appeared to be moderately steep. A witness then observed that the nose of the glider dropped and the aircraft commenced to spin to the left. It spun rapidly in a steep nosedown attitude, with occasional pitch oscillations, and recovery was not effected prior to impact with the ground. The subsequent investigation did not reveal any apparent faults or defects with the aircraft which might have led to the development of the accident. In addition, there was no medical evidence to indicate that the pilot was incapacitated or unfit to perform his duties as pilot in command. Although the pilot had received training in spin recognition and recovery techniques, he was possibly unaware that a spin could occur during an apparently normal thermalling turn. It could not be established when he had last performed spinning manoeuvres.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. The glider entered a spin from an apparently normal thermal turn.
2. The reason why the glider entered the spin, and a recovery was not effected, could not be determined.