

**Aviation Safety Investigation Report  
198703456**

**Waggon und Maschinenbau AG  
Phoebus B1**

**14 January 1987**

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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:** 198703456  
**Location:** 13 km SSW Maryborough QLD  
**Date:** 14 January 1987  
**Highest Injury Level:** Serious  
**Injuries:**

**Occurrence Type:** Accident  
**Time:** 1112

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

**Aircraft Details:** Waggon und Maschinenbau  
AG Phoebus B1  
**Registration:** VH-GYC  
**Serial Number:**  
**Operation Type:** Private (Gliding)  
**Damage Level:** Substantial  
**Departure Point:** Glenorchy QLD  
**Departure Time:** 1112  
**Destination:** Glenorchy (15 km SSW  
Maryborough) QLD

**Approved for Release:** December 23rd 1987

**Circumstances:**

The pilot was returning to land after a period of thermalling flight, when severe turbulence was encountered. The pilot's head hit and broke the canopy, and he then had problems with his vision. Heavy sink was also experienced. The pilot stated his last recollection of events was making a left turn towards the airfield at about 150 feet above the ground, and then regaining consciousness in the wreckage. Investigation revealed that the glider had touched down on a 5 metre wide strip between areas of cane growing to about 1.7 metres in height. The left wing caught in the cane and the aircraft slewed violently before coming to rest with the wing completely torn out of the fuselage.