

**Aviation Safety Investigation Report  
198602635**

**Libelle H201B**

**27 January 1986**

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).**

**Occurrence Number:** 198602635  
**Location:** Warwick QLD  
**Date:** 27 January 1986  
**Highest Injury Level:** Serious  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1300

	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:** Libelle H201B  
**Registration:** VH-GZK  
**Serial Number:**  
**Operation Type:** Private-Gliding  
**Damage Level:** Substantial  
**Departure Point:** Warwick QLD  
**Departure Time:** 1300  
**Destination:** Warwick QLD

**Approved for Release:** August 21st 1986

**Circumstances:**

During the aero-tow launch the right wing of the glider contacted the ground and the glider began to veer to the right. After travelling about 40 metres in this manner the glider was seen to climb steeply, to about 15 feet above the strip, then roll to the left before impacting the ground nose first. An inspection of the glider did not reveal any faults that were likely to have contributed to the accident. It is probable that the pilot was slow to react to the loss of directional control following the wing drop, and delayed in releasing the tow rope. The pilot of the tug aircraft stated that shortly after his aircraft became airborne he felt it being pulled to the left of the strip. He immediately released the tow rope. There was long grass along the side of the strip and it is likely that once the wingtip entered this, the task of attempting to regain directional control was made more difficult for the glider pilot.