

**Aviation Safety Investigation Report**  
**199000577**

**Astir CS 77**

**28 January 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).**

This accident was not formally investigated by the Bureau.

**Occurrence Number:** 199000577      **Occurrence Type:** Accident  
**Location:** 1 km S Waikerie SA  
**Date:** 28 January 1990      **Time:** 1717  
**Highest Injury Level:** Nil  
**Injuries:**

	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:** Astir CS 77  
**Registration:** VH-IKH  
**Serial Number:** N/K  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Waikerie SA  
**Departure Time:** N/K  
**Destination:** Waikerie SA

**Approved for Release:** 28th February 1990

**Circumstances:**

The pilot reported losing thermal activity during the return leg of a cross-country task. On descending to 2000 feet above ground level, she elected to carry out an outlanding and selected a field. The pilot reported experiencing difficulty on maintaining wings level on final approach. The glider apparently struck the ground with the left wingtip during the attempted landing and spun through 180 degrees, sustaining substantial damage. A site inspection of the ground marks and wreckage trail by the club Chief Flying Instructor indicated that the landing had apparently been carried out downwind.