

Aviation Safety Investigation Report 198801403

Moba 2

2 November 1988

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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: 198801403
Location: Porepunkah VIC
Date: 2 November 1988
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1200

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	1

Aircraft Details: Moba 2
Registration: VH-GVI
Serial Number: GFA 85 (HB)
Operation Type: Private
Damage Level: Substantial
Departure Point: Porepunkah VIC
Departure Time: N/A
Destination: Porepunkah VIC

Approved for Release: 3 February 1989

Circumstances:

The pilot had been operating the glider at this strip for several days, being launched for each flight by an aero-tow aircraft. The grass at the strip was about 15 centimetres long, and was relatively dense. The weather conditions for this flight were fine, with a light and variable wind. On takeoff, as the tug aircraft and glider accelerated the right wing tip of the glider contacted the grass. An attempt by the pilot to raise the wing was unsuccessful and the glider groundlooped. During this groundloop the tow line back-released. The particular glider was equipped with a belly tow point, with no provision for a tow point on the nose. With the wings level, there is about 30 centimetres clearance from the wing tips to the ground. This accident was not the subject of an on-scene investigation.

Significant Factors:

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

1. The glider has minimal ground clearance at the wing tips.
2. The location of the towing point was such that the glider was less stable during takeoff than one equipped with a nose tow point.
3. At an early stage of the takeoff roll one wing contacted the dense grass surface of the strip.
4. The pilot did not take timely action to release the tow line when the aircraft failed to respond to corrective control inputs.