

**Aviation Safety Investigation Report
198903772**

Schleicher ASK13

7 May 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: 198903772
Location: Gympie QLD
Date: 7 May 1989
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1545

| | 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: Schleicher ASK13
Registration: VH-GXT
Serial Number: 13124
Operation Type: Private (Gliding)
Damage Level: Substantial
Departure Point: Gympie QLD
Departure Time: 1533
Destination: Gympie QLD

Approved for Release: 10th August 1989

Circumstances:

The pilot was approaching to land at the end of a local soaring flight. He commenced final approach at a satisfactory height and speed. The air brakes were selected half extended in order to control the approach. A short time later the aircraft began to slow down and sink more rapidly than the pilot desired so he lowered the nose and attempted to retract the air brakes. He was unable to retract the brakes and the aircraft struck the boundary fence short of the runway. On later consideration of his actions the pilot found that he had been trying to extend the airbrakes rather than retract them. He considered that this was due his anxiety at the high rate of descent that had developed. The initial high rate of descent was probably a result of unexpected sink encountered on approach.

Significant Factors:

The following factor was considered relevant to the development of the accident

1. Pilot did not use dive break control in the correct sense.