

**Aviation Safety Investigation Report**  
**199003110**

**Czech Blanik L13**

**17 November 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:** 199003110                      **Occurrence Type:** Accident  
**Location:** Warwick QLD  
**Date:** 17 November 1990                      **Time:** 1300  
**Highest Injury Level:** Nil  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**Aircraft Details:** Czech Blanik L13  
**Registration:** VH-WVP  
**Serial Number:** N/K  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Warwick QLD  
**Departure Time:** N/K  
**Destination:** Warwick QLD

**Approved for Release:** 27th December 1990

**Circumstances:**

The instructor stated that the pilot had flared normally, and during the hold off was flying parallel to the ground. Without warning, the aircraft suddenly descended and struck the ground heavily, causing buckling and compression of fuselage structure. The wind speed was approximately 20 knots with strong gusts, and flying was subsequently stopped due to the unsuitable conditions.