

**Aviation Safety Investigation Report
198602362**

Schleicher KA 6

06 December 1986

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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.

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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.

This accident was not subject to an on scene investigation.

Occurrence Number: 198602362 **Occurrence Type:** Accident
Location: Tumbarumba NSW
Date: 06 December 1986 **Time:** 1530
Highest Injury Level: Nil
Injuries:

	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 KA 6
Registration: VH-GTW
Serial Number:
Operation Type: Miscellaneous - Gliding
Damage Level: Substantial
Departure Point: Tumbarumba NSW
Departure Time: 1515 approx
Destination: Tumbarumba NSW

Approved for Release: January 16th 1987

Circumstances:

Following a winch launch, the pilot spent 12 to 15 minutes gliding before returning for a landing. On the downwind leg he noted that the aircraft appeared to be lower than the height indicated on the altimeter. At about the base leg position the aircraft was very low, and witnesses expected the glider to land in one of several suitable paddocks. However, the pilot continued towards the strip and the glider touched down during the turn onto final approach. The tail section was broken off when it contacted long grass. The pilot had accumulated most of his gliding experience at the particular strip and was familiar with the area. The flight in question was to be the first made by the aircraft since returning from another aerodrome. During his pre-launch checks the pilot had forgotten to re-set the altimeter to read zero feet. As a result, the altimeter was over-reading by some 500 feet. The pilot had concentrated on the indicated height and had not visually assessed the approach profile. He was unable to explain why he had persisted with the approach when he became aware that the aircraft was abnormally low and there were suitable outlanding areas available.