

**Aviation Safety Investigation Report
198700726**

Grob Twin Astir

25 March 1987

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.

Occurrence Number: 198700726
Location: Waikerie SA
Date: 25 March 1987
Highest Injury Level: Serious
Injuries:

Occurrence Type: Accident

Time: 1655

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

Aircraft Details: Grob Twin Astir
Registration: VH-IKU
Serial Number:
Operation Type: Private (Instructional Solo)
Damage Level: Minor
Departure Point: Waikerie SA
Departure Time: 1425 approx
Destination: Waikerie SA

Approved for Release: July 15th 1987

Circumstances:

The pilot had completed a soaring flight of some two and a half hours duration. The aircraft was seen to make an apparently normal approach, but during the landing flare the tail cone contacted the ground and the glider pitched nose down. The forward fuselage area then struck the ground heavily. The glider received only minor damage, however the pilot suffered serious back injuries. The pilot was using three additional soft foam cushions on top of the seat to elevate his position in the cockpit. It is probable that during the hard landing the resilient cushions compressed rapidly and the pilot continued downward after the aircraft had started to rebound and then stopped abruptly as he hit the seat pan. This accident was not the subject of an on-site investigation.