

**Aviation Safety Investigation Report  
198701421**

**Schleicher KA 7**

**24 January 1987**

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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](http://www.atsb.gov.au).**

This accident was not subject to an on scene investigation.

**Occurrence Number:** 198701421

**Occurrence Type:** Accident

**Location:** Woodvale VIC

**Date:** 24 January 1987

**Time:** 1348

**Highest Injury Level:** Nil

**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

**Aircraft Details:** Schleicher KA 7

**Registration:** VH-GNX

**Serial Number:**

**Operation Type:** Private (Gliding)

**Damage Level:** Substantial

**Departure Point:** Woodvale VIC

**Departure Time:** 1348

**Destination:** Woodvale VIC

**Approved for Release:** May 12th 1987

**Circumstances:**

The pilot had conducted a soaring flight for an hour in particularly turbulent conditions. The subsequent landing was conducted with a light crosswind from the right. The pilot misjudged the flare, and the aircraft ballooned to a height of about 15 feet, while veering to the left. The pilot then retracted the air brakes and the glider subsequently struck the ground heavily in a slight nosedown attitude. This had been the longest flight undertaken by the pilot, and the weather conditions probably resulted in stress and fatigue. The landing flare had been made with rapid, rather than progressive, control movements. The pilot had then lost directional control, and while he was attempting to regain a normal glide attitude the aircraft had struck the ground in a shallow dive.