

**Aviation Safety Investigation Report
198700734**

Grob Twin Astir

8 June 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.

Occurrence Number: 198700734 **Occurrence Type:** Accident
Location: Black Springs (25 km S Burra) SA
Date: 8 June 1987 **Time:** 944
Highest Injury Level: Minor
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	0	0
Ground	0	0	0	-
Passenger	0	0	1	0
Total	0	0	2	0

Aircraft Details: Grob Twin Astir
Registration: VH-KYL
Serial Number: 3062
Operation Type: Private (Pleasure)
Damage Level: Substantial
Departure Point: Black Springs SA
Departure Time: 930
Destination: Black Springs SA

Approved for Release: August 19th 1987

Circumstances:

The pilot was participating in a "ridge soaring camp". After becoming airborne the glider was flown at low level in a south-westerly direction along the ridge line, about 200 feet above the ridge. The pilot then turned the aircraft left towards the ridge in an attempt to gain lift. No lift was gained and the aircraft descended. The pilot then raised the nose of the aircraft to clear the ridge but the right wing struck a tree. The aircraft slewed to the right and descended down the ridge line before impacting the ground. The pilot had intended to turn back towards the ridge but delayed this turn to allow her passenger to take a photograph. The resultant flight path took the aircraft into an area of sink on the leeward side of the ridge. The pilot usually flew the glider from the front cockpit but due to centre of gravity considerations she had to use the rear cockpit which somewhat restricted her forward vision. The volume of the variometer, which was fitted in the front cockpit, was turned down so as not to disturb the passenger, however this action also deprived the pilot of immediate indication of changes in lift. This accident was not the subject of an on-site investigation.