

Aviation Safety Investigation Report
198803489

LET Blanik L13

16 October 1988

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: 198803489
Location: Taroom QLD
Date: 16 October 1988
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1626

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

Aircraft Details: LET Blanik L13
Registration: VH-GIG
Serial Number: 25720
Operation Type: Private
Damage Level: Substantial
Departure Point: Taroom QLD
Departure Time: N/A
Destination: Taroom QLD

Approved for Release: November 3rd 1988

Circumstances:

At the completion of the student's second flight the instructor believed the glider was too high downwind and used speedbrake in an attempt to recover. As a result the glider got into an undershoot situation. The instructor attempted a landing outside the aerodrome to avoid hitting the boundary fence but a heavy touchdown resulted damaging the landing gear and wheel well area. This accident was not the subject of an on-site investigation.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. A sudden increase in wind strength which was not recognised by the pilot.
2. This resulted in a poorly planned approach in which the pilot misjudged distance and altitude, causing the glider to undershoot the aiming area.
3. Misjudged landing flare.