

**Aviation Safety Investigation Report
198601396**

I.C.A IS-28 B2

01 January 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.

Occurrence Number: 198601396
Location: Leongatha VIC
Date: 01 January 1986
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1408

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

Aircraft Details: I.C.A IS-28 B2
Registration: VH-IKZ
Serial Number:
Operation Type: Private (Gliding)
Damage Level: Substantial
Departure Point: Leongatha VIC
Departure Time: 1408
Destination: Leongatha VIC

Approved for Release: April 10th 1986

Circumstances:

The pilot, who was also the holder of a Private Pilot Licence, was conducting his first gliding flight for the day. The glider was aero-towed to 1100 feet above the aerodrome, but only weak lift was encountered in the area. The pilot elected to return for landing and commenced a normal circuit. On the downwind leg strong sink was encountered and the base turn was conducted at about 300 feet above the ground. Indicated airspeed at the time was reported to be about 55 knots. The pilot subsequently advised that the roll into the turn was normal, but he was unable to level the wings again, even with full opposite aileron. The aircraft continued descending in a wing-low attitude and struck the ground about 250 metres before the threshold of the strip. Investigation revealed no evidence of any pre-impact defect or malfunction of the controls, and atmospheric conditions at the time were reported as being stable. When the sink was encountered on the downwind leg, the pilot had modified his circuit by flying closer to the strip. As a result, the angle of bank required for the base turn was steeper than normal. It was considered probable that the aircraft had stalled during this turn onto base, with insufficient height remaining to allow the pilot to recover control.