

**Aviation Safety Investigation Report  
199600629**

**Rolladen-Schneider Flugzeugbau  
GmbH  
LS 4**

**26 February 1996**

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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).**

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

<b>Occurrence Number:</b>	199600629	<b>Occurrence Type:</b>	Accident
<b>Location:</b>	35km N Corowa, Aerodrome		
<b>State:</b>	NSW	<b>Inv Category:</b>	4
<b>Date:</b>	Monday 26 February 1996		
<b>Time:</b>	1900 hours	<b>Time Zone</b>	ESuT
<b>Highest Injury Level:</b>	None		

<b>Aircraft Manufacturer:</b>	Rolladen-Schneider Flugzeugbau GmbH		
<b>Aircraft Model:</b>	LS 4		
<b>Aircraft Registration:</b>	VH-XOK	<b>Serial Number:</b>	
<b>Type of Operation:</b>	Non-commercial Pleasure/Travel		
<b>Damage to Aircraft:</b>	Substantial		
<b>Departure Point:</b>	Tocumwal NSW		
<b>Departure Time:</b>	1243 ESuT		
<b>Destination:</b>	Tocumwal NSW		

**Approved for Release:** Monday, March 18, 1996

Due to poor lift conditions the pilot was forced to make an outlanding. He selected what appeared to be a suitable paddock and noted there was a powerline running parallel to the selected landing direction. Late on final approach, the glider hit another powerline that the pilot had not seen. This line was a three wire spur line crossing the landing path at 90 degrees and originating from an area of trees.

#### Significant Factors

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

- 1 The pilot had to make an outlanding due to poor lift conditions.
- 2 The pilot did not see the powerline before his aircraft collided with it.