

**Aviation Safety Investigation Report  
199602618**

**LET National Corporation  
Blanik**

**17 July 1996**

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 Executive Director 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).**

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

**Occurrence Number:** 199602618                      **Occurrence Type:** Accident  
**Location:** Formby Road South  
**State:** WA    **Inv Category:** 4  
**Date:** Wednesday 17 July 1996  
**Time:** 1200 hours                                      **Time Zone** WST  
**Highest Injury Level:** Minor  
**Injuries:**

	Fatal	Serious	Minor	None	Total
Crew	0	0	1	1	2
Ground	0	0	0	0	0
Passenger	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>

**Aircraft Manufacturer:** LET National Corporation  
**Aircraft Model:** Blanik L13  
**Aircraft Registration:** VH-GGI                      **Serial Number:**  
**Type of Operation:** Instructional Other Training  
**Damage to Aircraft:** Substantial  
**Departure Point:** Stirling Range Caravan Park WA  
**Departure Time:** 1130 WST  
**Destination:** Stirling Range Caravan Park WA

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	None	500.0	1000

**Approved for Release:** Monday, September 16, 1996

The aim of the flight was to check the front seat pilot's capabilities in assessing and flying slope-lift generated by mountain slopes. The area near the mountain became unsuitable for continued operations due to mist and the presence of other aircraft. As a result the crew decide to return to their base. The instructor reported that as the glider passed through a saddle, with sufficient height and speed to reach the airfield, it was caught in a series of downdrafts. A significant amount of altitude was lost in the turbulence and the glider continued to lose altitude rapidly once it reached clear air. The air brakes were found in the fully deployed position. They had not been selected by either pilot. The glider was 300 ft above ground level and over trees when the air brakes were selected in. The glider had insufficient performance available to reach the airfield.

The pilots decided to complete an outlanding on a road. The space between the trees on either side of the road was less than the glider's wingspan and the right wing and canopy collided with trees during the landing. The glider came to a stop in the trees at the side of the road.

It is probable the airbrakes were deployed by the loadings encountered during the turbulence.

