

**Aviation Safety Investigation Report  
199501053**

**Eiriavion Oy  
PIK 20-D**

**02 March 1995**

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:** 199501053                      **Occurrence Type:** Accident  
**Location:** 5km SW Warra  
**State:** QLD    **Inv Category:** 4  
**Date:** Thursday 02 March 1995  
**Time:** 1230 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Eiriavion Oy  
**Aircraft Model:** PIK 20-D  
**Aircraft Registration:** VH-WQQ                      **Serial Number:**  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Dalby QLD  
**Departure Time:**  
**Destination:** Dalby QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command		7.0	70

**Approved for Release:** Wednesday, July 26, 1995

The flight was an attempt by the pilot to achieve the 500km Goal Flight. During the flight the pilot was unable to find continuing lift and an outlanding became necessary. During the landing the right wing struck grass at the boundary of a paddock and the glider ground looped.

The pilot had misjudged the approach and overshot his intended touchdown point. He had also forgotten to lower the landing gear.