

**Aviation Safety Investigation Report  
199401550**

**Burkhart Grob Flugzeugbau  
Twin Astir**

**12 June 1994**

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:** 199401550      **Occurrence Type:** Accident  
**Location:** Black Springs  
**State:** SA      **Inv Category:** 4  
**Date:** Sunday 12 June 1994  
**Time:** 1100 hours      **Time Zone:** CST  
**Highest Injury Level:** Minor  
**Injuries:**

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

**Aircraft Manufacturer:** Burkhardt Grob Flugzeugbau  
**Aircraft Model:** Twin Astir  
**Aircraft Registration:** VH-IKA      **Serial Number:**  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Black Springs SA  
**Departure Time:** 1050 CST  
**Destination:** Black Springs SA

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	None	100.0	600

**Approved for Release:** Tuesday, August 30, 1994

The gliding club was conducting a ridge soaring camp remote from its main base of operation, but gliders launched that morning by aero-tow were reporting poor lift conditions.

A glider released near the ridge just prior to the takeoff of VH-IKA was finding it difficult to find any significant lift, and the pilot believed that they had released too early for the prevailing conditions. He saw VH-IKA release about 4-500 feet lower than he had, and commented to his passenger that VH-IKA would have to out-land.

A short time later he saw VH-IKA tracking towards some suitable paddocks, but were over-flown, then after several left and right turns commenced a low approach to land in another paddock.

The paddock selected was lined by trees and powerlines, and as the approach was continued the left wing clipped a tree and the glider impacted the ground inverted. Both occupants were injured and the glider substantially damaged.

The occupant of the rear seat held a gliding instructor rating, but was riding as a passenger on this flight. Although he realised that the approach was becoming low, he did not doubt that the experienced pilot could handle the situation and failed to take action to prevent the accident.

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