



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

SI/764/1048

Publication of this report is authorized by the Secretary under the provisions of Air Navigation Regulations 283 (1)

1. LOCATION OF OCCURRENCE

Waikerie, South Australia	Height a.m.s.l. 133 feet	Date 12.12.76	Time (Local) 1058 hours	Zone CSuT
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2. THE AIRCRAFT

Make and Model ES60 "Boomerang" Glider	Registration VH-GTS	Certificate of Airworthiness Valid from 8.12.74 to 8.12.77
Certificate of Registration issued to	Operator	Degree of damage to aircraft Destroyed
		Other property damaged Nil
Defects discovered		

3. THE FLIGHT

Last or intended departure point Waikerie	Time of departure 1048 hours	Next point of intended landing Waikerie	Purpose of flight Local Gliding	Class of operation Private
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
	Pilot	27	F.A.I. 'C' Certificate	1	21	Fatal

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

The pilot commenced gliding training in April 1976 and had progressed to the stage where she was assessed as competent to fly single seat gliders. She had flown the single seat 'Boomerang' glider on six previous occasions.

The surface wind was from the south-west to west-south-west at 15 knots, gusting at times to 25 knots. There was moderate turbulence at the lower levels.

The glider was launched by aero-tow into the west and, after a normal take-off, it was initially at a lower than normal position relative to the tug aircraft. At a height of about 700 feet above ground level it assumed a normal tow position and it was in a high tow position when it released from the tug aircraft at a height of about 2200 feet. Shortly after release the glider was seen to enter a spin and lose height rapidly until it recovered at a height of about 1,100 feet.

When the glider was next observed on the downwind leg of the aerodrome traffic circuit, it was at a lower than normal height and appeared to be flying at a slower than normal speed. It commenced a left turn towards the base leg and was at an estimated height of 350 to 400 feet at this stage. The turn then steepened, the nose dropped and the glider entered a spin and struck the ground in a near vertical attitude.

A detailed examination of the wreckage of the glider disclosed no evidence of any pre-existing defect or malfunction which might have contributed to the accident.

7. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot did not maintain adequate flying speed while flying in gusty wind conditions.

Approved for publication	 (G.V. Hughes) Deputy of the Secretary	Date 25.8.78
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DEFINITIONS

ACCIDENT - An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all those persons have disembarked and in which

- (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached to the aircraft; or

Note. - Specifically excluded are: death from natural causes and fatal or serious injury to any person on board whether self-inflicted or inflicted by another person, or to ground support personnel before or after flight, or fatal or serious injury which is not a direct result of the operation of the aircraft, or which concerns stowaways.

- (b) the aircraft suffers substantial damage or is destroyed; or
- (c) the aircraft is missing or is completely inaccessible.

FATAL INJURY - Any injury which results in death within 30 days.

SERIOUS INJURY - Any injury other than a fatal injury which

- (a) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or
- (b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (c) involves lacerations which cause severe haemorrhages, nerve, muscle or tendon damage; or
- (d) involves injury to any internal organ; or
- (e) involves second or third degree burns, or any burns affecting more than five percent of the body surface.

MINOR INJURY - Any injury other than as defined under "Fatal Injury" or "Serious Injury".

DESTROYED - Consumed by fire, demolished or damaged beyond repair.

SUBSTANTIAL DAMAGE - Damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component. The following types of damage are specifically excluded: engine failure; damage limited to an engine or its accessories, or to propeller blades; bent fairings or cowlings; small dents or puncture holes in the skin; damage to wing tips, antennas, tires, or brakes.

MINOR DAMAGE - Damage other than as defined under "Destroyed" or "Substantial Damage".