



GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No

SI/775/1012

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

1. LOCATION OF OCCURRENCE

Kilometres north of Northam, Western Australia	Height a.m.s.l. 500 feet	Date 8.5.1977	Time (Local) 1500 hours	Zone WST
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2. THE AIRCRAFT

Make and Model Blanik L13 Glider	Registration VH-GPT	Certificate of Airworthiness Valid from 22.1.76 to 21.1.79
Certificate of Registration issued to	Operator 1	Degree of damage to aircraft Destroyed
		Other property damaged Nil
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Northam	Time of departure 1445 hours	Next point of intended landing Northam	Purpose of flight Gliding Training	Class of operation Aerial Work
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
	Instructor	38	"C" Certificate	87	112	Serious
	Student	31	Not Applicable	10	10	Serious

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

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

This was the third dual training flight made by the two occupants of the glider on this day. The exercises concentrated on circuit and landing practice for the student. It was intended on this occasion to make an approach and landing without the use of the landing flaps.

The weather was fine with a light and variable surface wind. The glider was launched from the 1216 metre long airstrip by aero tow into the south-east and was towed to a height of about 1600 feet.

After the tow was released the student carried out two turns and then positioned the glider for the circuit and a landing to the south-east. The flaps were not extended and the student misjudged the approach. The dive brakes were fully deployed but the approach was high and the glider passed over the airstrip threshold at a height of approximately 250 feet.

The instructor took over control of the glider and retracted the dive brakes. She intended to make a left hand orbit and re-position the glider near the airstrip threshold at a lower height and in a better position for landing. The turn was commenced at about 200 feet above the strip with an airspeed of 50 knots. After turning through about 180 degrees at a fairly steep angle of bank, the glider stalled. The nose and the left wing dropped and the aircraft dived steeply and struck the ground amongst trees on the bank of a nearby river.

The performance of the Blanik L13 glider is such that a 360 degree turn can be performed in normal circumstances at any angle of bank up to at least 60 degrees with a height loss of less than 200 feet. A successful landing straight ahead could have been completed within the available strip from the position at which the turn was commenced.

OPINION AS TO CAUSE

The cause of the accident was that the instructor pilot did not maintain a safe airspeed margin above the stalling speed while manoeuvring at low level.

Approved for publication	<i>Original signed by</i> (A.R. Woodward) Delegate of the Secretary	Date 28.3.78
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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".