



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Publication of this report is authorized by the Secretary under the provisions of Air Navigation Regulations 263 (1)

Reference No.

SI/794/1023

1. LOCATION OF OCCURRENCE

1.5 km south-west of Waikerie Aerodrome, S.A.	Height a.m.s.l. 130 feet	Date 3.9.79	Time (Local) 1627 hours	Zone CST
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2. THE AIRCRAFT

Make and Model Grob Astir CS Jeans Glider	Registration VH-IKK	Certificate of Airworthiness Valid from 27.11.78 to 26.11.79
Certificate of Registration issued to	Operator	Degree of damage to aircraft Destroyed
		Other property damaged Nil
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Waikerie	Time of departure 1622 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	26	'C' Certificate	0.2 hours	18 hours	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

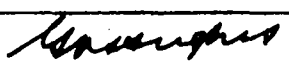
The pilot commenced glider training in late 1978 and had completed most of her flying in the two-seat Twin Astir glider. She had completed only one brief flight previously in the single-seat Astir CS Jeans, in May 1979. The pilot's training had not included experience in either a fully developed spin or in carrying out the recovery action from such a manoeuvre. She had been trained in stalling and incipient spins, and the simple recovery actions required in these events, but had been assessed as nervous during the exercises and, therefore, potentially more alarming manoeuvres had been avoided. Before lunch on the day of the accident, the pilot had completed two flights in a Twin Astir, the first with an instructor and the second solo. Her manner during the flights appeared confident and her flying was of a satisfactory standard. Later in the day the opportunity arose for the pilot to fly VH-IKK.

Weather conditions at the time were fine: the sky was overcast, with a base of 3200 feet; visibility beneath the cloud was good; the surface wind was from the west-northwest at some 5 to 10 knots. Some turbulence was reported at low level but negligible above about 500 feet. The take-off, aerotow to 2100 feet and glider release were apparently normal. A few minutes later, however, ground witnesses observed a series of unusual manoeuvres. These were generally described as a stall, followed by a spin that was recovered to an inverted attitude. Then part of an outside loop, followed by a further stall. This developed into a spiral dive that continued until ground impact, in a steep nose-down attitude.

Examination of the wreckage found no evidence of defect or malfunction that could have contributed to the accident. There was no evidence of pilot incapacitation. It was noted that the foremost of the two canopy latches had not been secured properly. Whilst this had not caused the canopy to swing open or separate from the glider, it is possible that the pilot had noticed the unsecured latch in flight and this had diverted her attention from flying. Such inattention could have resulted in the glider inadvertently stalling and entering a spin. The observed sequence of abnormal manoeuvres is consistent with improper recovery action by a pilot inexperienced in spin recovery and inverted flying.

7. OPINION AS TO CAUSE

The probable cause of the accident is that, following an inadvertent entry into a spin, the inexperienced pilot did not carry out the necessary action to recover control of the glider.

Approved for
publication
(G. V. Hughes)
Delegate of the Secretary

Date

4.5.1981

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".