

COMMONWEALTH OF AUSTRALIA-BUREAU OF AIR SAFETY INVESTIGATION AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT	REFERENCE NO SI/811/1010
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### 1. LOCATION OF OCCURRENCE

4.5 km north of Jondaryan, Qld		Elevation: 1500 feet
Date: 1.2.81	Time: 1639 hours	Zone: EST

### 2. THE AIRCRAFT

Make and Model: PZL Bielsko SZD 48/1 Std. Jantar 2	Registration: VH-IZW
Certificate of Airworthiness: Valid from 28.11.79	
Certificate of Registration Issued to:	Operator:
Degree of Damage to Aircraft: Destroyed	Other Property Damaged: Nil
Defects discovered: Nil	

### 3. THE FLIGHT

Departure Point: Jondaryan	Time of departure: 1200 hours (approx)
Destination: Jondaryan	
Purpose of flight: Cross country gliding	Class of Operation: Private

### 4. THE CREW

Name	Status	Age	Class of Licence	Hours on Type	Total Hours	Degree of Injury
	Pilot	45	Nil (gliding) Private (powered aircraft)	35	101 (gliding) 91 (powered aircraft)	Fatal

### 5. OTHER PERSONS (ALL PASSENGERS AND PERSONS INJURED ON GROUND)

Name	Status	Degree of Injury

## 6. RELEVANT EVENTS

VH-IZW was owned by a number of persons who had formed the Jondaryan Jantar Syndicate. The glider was normally hangared at a satellite airstrip, 2 km west of the main glider airstrip at McCaffreys Field, which was itself located 8 km west of Jondaryan.

The pilot, who was a member of the syndicate, travelled to Jondaryan on the morning of 1.2.81. He arrived just after a required inspection and minor modification to the rudder section of the glider had been completed by a fellow syndicate member, who was appropriately qualified to carry out such maintenance. After being informed of the maintenance details, the pilot carried out a daily inspection and washed the glider.

Weather conditions in the Jondaryan area were considered by members of the gliding club to be suitable for soaring. Observations taken throughout the day at Oakey, some 20 km to the southeast, recorded an easterly wind at 15 knots, a maximum temperature of 30° Celsius and cloud of six oktas cumulus with the base varying between 4000 and 5000 feet altitude. The reports of other pilots as to the soaring conditions they encountered varied, but generally indicated weak thermal activity and turbulence.

The pilot expressed the intention of carrying out a triangular cross-country flight to Haden, Pittsworth and return to Jondaryan. However, the flight plan that he prepared indicated the first turning point would be Goombungee, 9 km south of Haden.

The glider made an apparently normal launch by aerial tow and released from the tug aircraft at an altitude of about 2800 feet (1500 feet above ground level). At approximately 1245 hours, VH-IZW was sighted by the pilot of another glider, heading north-northeast from Jondaryan, just below the cloud base. When the glider did not return by 1945 hours, the Brisbane Operational Control Centre of the Department of Transport was notified. Search and Rescue procedures were implemented and the wreckage of VH-IZW was located at 0745 hours the following morning.

Examination of the wreckage found no evidence of pre-existing defect or malfunction. The post-mortem examination found no evidence of pilot incapacitation. The glider had struck the ground in a near-vertical attitude, whilst yawing to the right and at a relatively slow speed. The wreckage distribution indicated that shortly before impact the glider had been on a westerly course, consistent with a return to Jondaryan from the direction of Haden/Goombungee. It had apparently stalled at a low altitude. The accident site was in a lightly timbered area but there was cleared land, suitable for a landing, a short distance to the east and northeast of the location. However, the landing gear was in the retracted position and it is not certain that the glider was being manoeuvred for a landing when the accident occurred.

A watch that was found in the wreckage had probably stopped at impact. It was indicating 4 hours 39 minutes.

## 7. OPINION AS TO CAUSE

The cause of the accident has not been determined.

Approved for publication under the provisions of Air Navigation Regulation 283(1)

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