

**Aviation Safety Investigation Report  
199300311**

**LET National Corporation  
Blanik**

**01 March 1993**

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:** 199300311                      **Occurrence Type:** Accident  
**Location:** 0.5 km N Tocumwal  
**State:** NSW    **Inv Category:** 4  
**Date:** Monday 01 March 1993  
**Time:** 1630 hours                                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** LET National Corporation  
**Aircraft Model:** Blanik L13  
**Aircraft Registration:** VH-GVS                      **Serial Number:**  
**Type of Operation:** Instructional Solo  
**Damage to Aircraft:** Substantial  
**Departure Point:** Tocumwal NSW  
**Departure Time:**  
**Destination:** Tocumwal NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	None	10.0	58

**Approved for Release:** Thursday, July 22, 1993

The pilot, who was relatively inexperienced, had a series of dual check flights prior to going solo. On his second solo flight he allowed the glider to drift too far downwind and on returning was committed to landing short of the airfield. During the landing the glider was substantially damaged when it ran through a drainage ditch.

**Significant Factors**

The following factors were considered relevant to the development of the accident:

1. The pilot had limited flying experience.
2. The pilot misjudged his distance from the runway while on downwind.
3. Landing on unsuitable terrain.