



GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

## AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/752/1072

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

## 1. LOCATION OF OCCURRENCE

One kilometre north-west of Quirindi Aerodrome, New South Wales	Height a.m.s.l. 1030 feet	Date 31.12.75	Time (Local) 1305 hours	Zone ESuT
--------------------------------------------------------------------	------------------------------	------------------	----------------------------	--------------

## 2. THE AIRCRAFT

Make and Model SZD 9b 1d Boclan Glider	Registration VH-GQT	Certificate of Airworthiness Valid from 29.9.65 to 4.10.77
Certificate of Registration issued to Newcastle Gliding Club P.O. Box 9 Newcastle, New South Wales	Operator Newcastle Gliding Club P.O. Box 9 Newcastle, New South Wales	Degree of damage to aircraft Destroyed
		Other property damaged Nil
Defects discovered  Nil		

## 3. THE FLIGHT

Last or intended departure point Quirindi	Time of departure 1300 hours	Next point of intended landing Quirindi	Purpose of flight Local gliding	Class of operation Private
----------------------------------------------	---------------------------------	--------------------------------------------	------------------------------------	-------------------------------

## 4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Ellaine MORGAN	Pilot	47	Not Applicable	29	33	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury

## 6. RELEVANT EVENTS

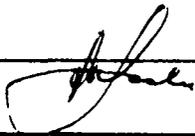
The pilot had gained gliding experience over a period of more than six years. Her first solo flight was carried out on 9 September 1975. The flight which resulted in the accident was her sixth solo flight and it was intended to be an attempt to remain airborne for a period which would qualify her for a 'C' gliding certificate. The glider was to be tow launched by an Auster tug aircraft and it was arranged that the altitude at which the tow was to be released from the glider was at the discretion of the glider pilot but was to be at least 1000 feet. The weather was fine, the visibility was unrestricted, there was a light south-easterly wind, the air temperature was about 27 degrees C and there was strong thermal activity with some 'willy willies' in the area.

The tug aircraft, with the glider in tow, took off towards the south-east and while climbing normally turned left on to a north-westerly heading. Strong lift was encountered and, at an altitude of about 1000 feet, the glider moved into the high tow position and, almost immediately, released from the tow. In accordance with normal procedures, the tug aircraft turned to the left and descended towards the aerodrome. The glider turned to the right and the angle of bank continued to increase until the wings were near vertical. The nose dropped rapidly and the glider assumed a nose down inverted attitude. As it dived towards the ground the attitude changed and the glider finally assumed a steep nose down inverted attitude until it struck the ground.

The glider was equipped with tandem seating for two occupants and there was a requirement for ballast to be carried on this flight. The ballast used by the Newcastle Gliding Club for this purpose consisted of a 9 Kg piece of lead enclosed in a stitched canvas envelope and it was the practice for this to be placed unrestrained beneath cushions in the recess of the pilot's seat. An item of ballast of this type was located some 300 metres from the main wreckage of the glider and two large pieces of perspex canopy were found some 140 metres from the main wreckage. It seems likely therefore that, prior to impact, the ballast in the glider broke through the perspex canopy but it was not possible to determine the significance of this to the loss of control and the subsequent accident.

## OPINION AS TO CAUSE

There is insufficient evidence available to determine the cause of this accident.

Approved for  
publication
  
( I. M. Leslie )  
Delegate of the Secretary
Date  
16.9.1976