

**AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT**

SI/762/1058

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

1. LOCATION OF OCCURRENCE

7 kilometres south of Camden, New South Wales	Height a.m.s.l. 1200 feet	Date 24.10.76	Time (Local) 1540 hours	Zone EST
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THE AIRCRAFT

Make and Model Schleicher ASW 15B Glider	Registration VH-GEQ	Certificate of Airworthiness - Nil Permit to Fly (for competition) issued 10.8.76
Certificate of Registration issued to Echo Quebec Syndicate, 145 West Street, South Hurstville, New South Wales	Operator Echo Quebec Syndicate, 145 West Street, South Hurstville, New South Wales	Degree of damage to aircraft Destroyed
		Other property damaged Two fences
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Camden	Time of departure 1355 hours	Next point of intended landing Camden	Purpose of flight Gliding Practice	Class of operation Private
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THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Allan Wesley BULL	Pilot	43	Silver 'C' Certificate	164	261	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 purpose of the flight was to enable the pilot to engage in practice for a forthcoming competition. He had completed 84 flights in this type of aircraft for a total of 164 hours. The aircraft was launched by aero-tow and the pilot released from the tow when at an altitude of about 3000 feet some 3 km south of Camden aerodrome.

At about 1520 hours the pilot made a radio transmission to the effect that he was in the vicinity of Bargo, 30 km south of Camden aerodrome; he would not be proceeding further south; he was returning to Camden. Some 10 minutes later he advised that he intended to make an outlanding south of Bargo near a road.

At approximately 1540 hours the aircraft was observed 3 km north of Bargo flying in a northerly direction over level partly cleared terrain at a height estimated as 200 feet. The area was suitable for an outlanding. The aircraft entered a turn to the left which was continued through some 270 degrees onto an easterly heading, and during which it was gradually descending. Witnesses described the speed of the aircraft during the turn as 'almost stationary' or seeming to 'hover'.

Almost immediately after the aircraft assumed the easterly heading it 'swooped down'; recovered briefly during which it overflew a stockyard; it then nosed down and descended steeply. The aircraft first struck a pair of parallel fences 3,5 metres apart followed by heavy nose contact with the ground and a steel water trough. The fences constitute a boundary of a 200 metre square paddock.

Examination of the wreckage revealed no evidence of any pre-existing defect or malfunction which could have contributed to the accident. The weight of the aircraft and the centre of gravity were within the permissible limits. Water ballast was not carried during the flight.

The wind velocity at the accident site was westerly probably at 15 knots gusting to 30 knots.

OPINION AS TO CAUSE

The probable cause of the accident was that the pilot did not exercise the standard of judgement necessary in the planning and conduct of an outlanding.

Approved for
publication*A.R. Woodward*(A.R. Woodward)
Delegate of the Secretary

Date

27.4.1978