

upset and this led to several errors in judgment.

1. The pilot failed to check the spoilers. Spoilers had to be positively closed with each application because of friction and air load.

2. The base leg was too low for corrections. A contributory factor was the pilot's habit of always landing as close to the end of the runway as possible. The pilot, a student, was following an example set by more experienced pilots.

Comment: Never let upset students fly. Always plan to land away from the extreme downwind end of the landing area.

### 7. 1-26

The pilot, a private pilot with 250 hours of power and 80 hours of glider flight time, was making his first ridge flight. The designated landing area was 1½ miles from the ridge. The pilot, not being experienced in ridge flying, allowed himself to get too low to be able to return to the field. A lull in the wind forced him to land on a hilly golf course. A ground loop was made to avoid running into trees. Damage to the ship was minor. The pilot was not injured.

Cause: Failure to return to the field when a minimum necessary height was reached.

Comment: Always allow room to reach a safe landing place.

### 8. Two place ship

The pilot, very experienced in powered aircraft, was making the fifth flight of the day with a passenger in the rear seat. Operations that day had been plagued by a long series of wire breaks. None of the people on the field were very experienced in glider operations. The wind shifted 180 degrees just before take-off and a downwind launch was attempted. The pilot was not aware of the wind shift. When 40 feet of altitude was reached, the pilot thought the wire had broken again and shoved forward on the stick. The ship was already completely stalled out, however, and hit the ground in a level attitude on the wheel. The passenger in the rear seat, whose shoulder harness had not been fastened, received three crushed vertebrae from the jolt. The pilot and the ship were not damaged.

Cause: Continuing to operate with faulty launching equipment and making a downwind take-off. Failure to

inform the pilot of the wind shift is also a serious error.

Comment: Winch or auto towing requires considerable experience to accomplish safely. At least one experienced person should be present at all times.

### 9. 1-23

The pilot took off and landed without aileron control. The connection was forgotten in the rush of setting up and pilot did not visually check to see if all controls were operating properly prior to flight. The ship was substantially damaged on landing.

### 10. 1-19

The pilot came in over some trees on his base leg, decided he was too high and would land too far down the runway, initiated a 270 degree turn in order to lose altitude and landed in the trees.

### 11. Experimental Stunt Glider

The pilot, with an ASEL rating and glider experience, planned to make a flight in his single-place, prone position, very small flying wing experimental stunt glider. The ship had been designed and built by the pilot, an engineering student, with the assistance of another engineer. The pilot had resisted the advice of the CAA to check general airworthiness by means of low tows before making the planned flight to 5000 feet. It was estimated by a competent witness that due to the spoiling effect of his exposed position, about two thirds of the span was ineffective and wing loading as a consequence was comparable to that of a military jet aircraft. Design stalling speed was 60 - 80 mph.

Take-off was made behind a Ryan PT-22. The tow ship was off the ground in a normal distance but the glider did not leave the ground for about 3000 feet. The tow pilot stated that at his airspeed of 85 mph with climb power, altitude was gained only in thermals. The climb averaged 300 fpm. The glider pilot several times went to high tow position in the first part of the climb but generally remained in low tow in a pronounced nose high attitude. Control appeared adequate.

The glider released at 5500 feet above and upwind of the field. A 360 degree turn to the left was made, followed by a 180 degree turn to the left and a glide to the downwind end of the runway where it appeared an attempt was made to set up a pattern. After completing a 270 degree turn, the pilot apparently decided he was too low to make a pattern onto the strip and flew straight downwind until contact was made with the trees. Rate of descent was on the order of 3000 feet per minute (plus) and speed was estimated at from 160 to 300 mph. The glider was totally demolished and the pilot killed instantaneously when he hit the ground.

Cause: Overconfidence and inexperience.

Comment: None.

### 12. TG-3A

A student glider pilot with a total of 23 hours, 18 of which were in the TG-3A, took off on aero tow, released at about 2,000 feet above the field and 7 to 8 miles from it. There were no thermals so he glided back and approached the field at a 45 degree angle to the downwind leg. There was a 25 mph wind at the time. He overestimated the effect of the tailwind on the glide angle and arrived over the downwind end of the field at 300 feet above the ground. He then attempted to make another pattern and land downwind. There was insufficient altitude to fully complete the pattern and when rolling out of a turn at the upwind end of the field, the aft wingtip caught on a fence. This cartwheeled the ship and the rear of the fuselage hit the adjacent fence post. The ship then slid sideways into the ground. There was no injury to the pilot. Shoulder harness was being used at the time. Damage to the ship was not major.

Cause: Deviation from a planned landing approach.

Comment: A sailplane, particularly a TG-3 in a 25 mph wind, can be

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A Monthly Magazine Devoted to Soaring  
in Australia

Editor: Allan Ash

The official journal of the  
Gliding Federation of Australia  
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