

The Gliding Federation of Australia Inc

Occurrence Summaries

01/01/2023 to 31/12/2023

Region(s): All

Club:



Christopher Thorpe
Executive Manager, Operations
The Gliding Federation of Australia Inc.

21-Jul-2023



The Gliding Federation of Australia Inc
SOAR Accident and Incident Occurrences

General Statistics

Date From: 01/01/2023

Date to: 31/12/2023

Damage	VSA	SAGA	NSWG	GQ	WAGA	Total
Nil	13	11	16	10	3	53
Minor	4	2	4	3	1	14
Substantial	2		3	3	1	9
Total	19	13	23	16	5	76

Injury	VSA	SAGA	NSWG	GQ	WAGA	Total
Nil	18	13	23	16	5	75
Minor	1					1
Total	19	13	23	16	5	76

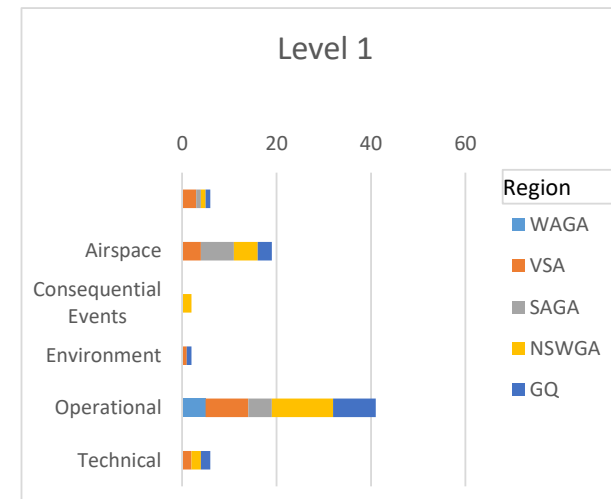
Phases	VSA	SAGA	NSWG	GQ	WAGA	Total
Launch	4	3	5	4		16
Ground Ops	3	1	2	1		7
In-Flight	7	5	4	3		19
Landing	2	3	8	5	5	23
Thermalling	2	1	2	2		7
Outlanding	1		2	1		4

Type of Flight	VSA	SAGA	NSWG	GQ	WAGA	Total
Cross-Country	2	4	2	2	1	11
Ground Ops	3		2			5
Local	7	1	8	5	2	23
Competition	4		4	6	2	16
Training/Coaching	3	7	5	3		18
AEF		1	2			3
Total	19	13	23	16	5	76



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Classification Level 1
 Date From: 01/01/2023
 Date to: 31/12/2023

Level 1						
	VAG	VSA	SAGA	ISWG	GQ	Total
Airspace		3	1	1	1	6
Consequential Events		4	7	5	3	19
Environment				2		2
Operational	5	9	5	13	9	41
Technical		2		2	2	6
Total	5	19	13	23	16	76





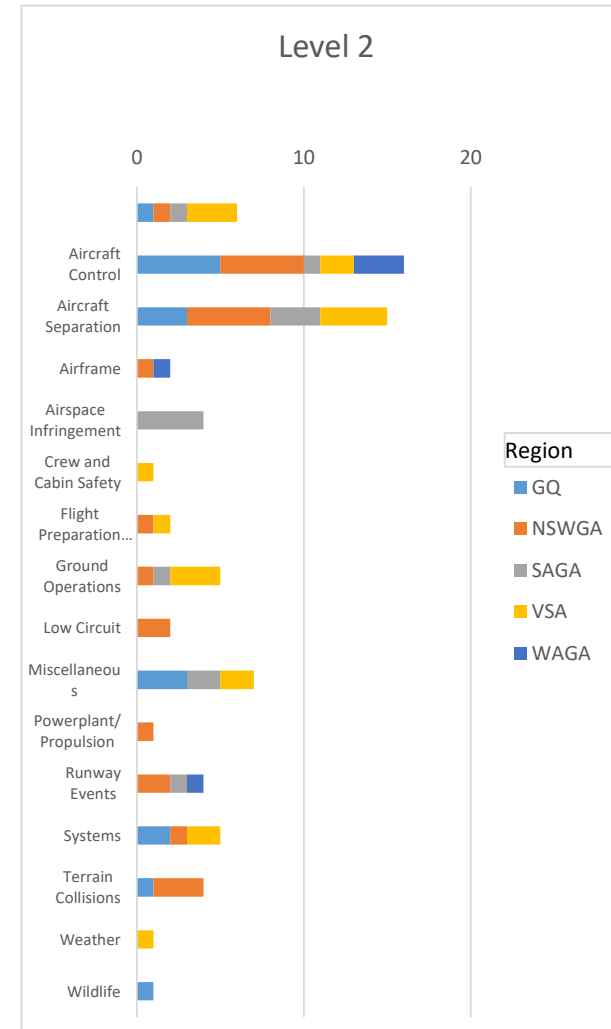
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Classification Level 2

Date From: 01/01/2023

Date to: 31/12/2023

Level 2	GQ	NSWGA	SAGA	VSA	WAGA	Total
	1	1	1	3		6
Aircraft Control	5	5	1	2	3	16
Aircraft Separation	3	5	3	4		15
Airframe		1			1	2
Airspace Infringement			4			4
Crew and Cabin Safety				1		1
Flight Preparation/Navigation		1		1		2
Ground Operations		1	1	3		5
Low Circuit		2				2
Miscellaneous	3		2	2		7
Powerplant/Propulsion		1				1
Runway Events		2	1		1	4
Systems	2	1		2		5
Terrain Collisions	1	3				4
Weather				1		1
Wildlife	1					1
Total	16	23	13	19	5	76





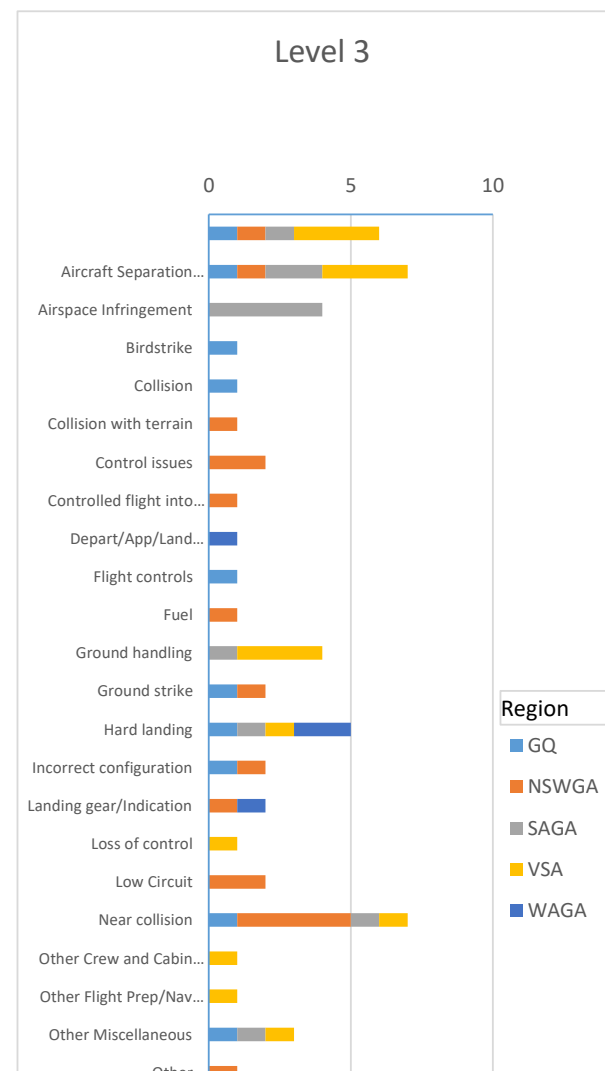
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Classification Level 3

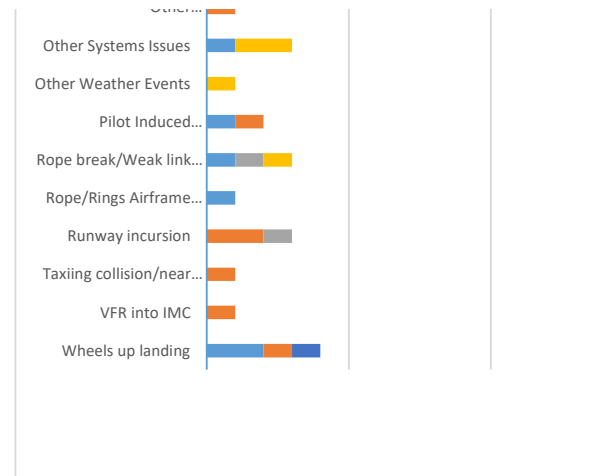
Date From: 01/01/2023

Date to: 31/12/2023

Level 3	GQ	NSWGA	SAGA	VSA	WAGA	Total
	1	1	1	3		6
Aircraft Separation Issues	1	1	2	3		7
Airspace Infringement			4			4
Birdstrike	1					1
Collision	1					1
Collision with terrain		1				1
Control issues		2				2
Controlled flight into terrain		1				1
Depart/App/Land wrong runway					1	1
Flight controls	1					1
Fuel		1				1
Ground handling			1	3		4
Ground strike	1	1				2
Hard landing	1		1	1	2	5
Incorrect configuration	1	1				2
Landing gear/Indication		1			1	2
Loss of control				1		1
Low Circuit		2				2
Near collision	1	4	1	1		7
Other Crew and Cabin Safety Issues				1		1
Other Flight Prep/Nav Issues				1		1
Other Miscellaneous	1		1	1		3
Other Powerplant/Propulsion Issues		1				1
Other Systems Issues	1			2		3



Other Weather Events				1		1
Pilot Induced Oscillations	1	1				2
Rope break/Weak link failure	1		1	1		3
Rope/Rings Airframe Strike	1					1
Runway incursion		2	1			3
Taxiing collision/near collision		1				1
VFR into IMC		1				1
Wheels up landing	2	1			1	4
Total	16	23	13	19	5	76





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Date	2-Jan-2023	Region	VSA	SOAR Report Nbr	S-2144
Level 1	Operational	Level 2	Aircraft Control	Level 3	Loss of control
A/C Model 1	Nimbus 2			A/C Model 2	
Injury	Minor	Damage	Minor	Phase	Launch
PIC Age					
Under investigation. When about 150 meters into the take-off roll during an aerotow launch, the left wing dropped and caught in long grass. The glider spun through 180 degrees and suffered minor damage.					

Date	4-Jan-2023	Region	VSA	SOAR Report Nbr	S-2157
Level 1	Operational	Level 2	Ground Operations	Level 3	Ground handling
A/C Model 1	Duo Discus T			A/C Model 2	
Injury	Nil	Damage	Substantial	Phase	Ground Ops
PIC Age					
60					
Under investigation. After conducting the Daily Inspection, the wing dolly was re-installed to the glider and tied down to the cable run on the apron to attend the daily briefing. At the selected marshalling time the pilot loaded the glider with gear and hooked up the tail dolly and towing bar to the vehicle but forgot to untie the wing dolly. The aircraft suffered minor damage when the pilot attempted to tow the glider to the launch point.					

Date	6-Jan-2023	Region	SAGA	SOAR Report Nbr	S-2154
Level 1	Airspace	Level 2	Airspace Infringement	Level 3	Airspace Infringement
A/C Model 1	LS 4-a			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	In-Flight
PIC Age					
62					
Under investigation. On return from a cross-country flight, the pilot infringed controlled airspace					

Date	7-Jan-2023	Region	NSWGA	SOAR Report Nbr	S-2138
Level 1	Operational	Level 2	Airframe	Level 3	Landing gear/Indication
A/C Model 1	DG-300 Elan Acro			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	Landing
PIC Age					
55					
Under investigation. While landing on a bumpy runway the undercarriage collapsed.					

Date	8-Jan-2023	Region	NSWGA	SOAR Report Nbr	S-2140
Level 1	Technical	Level 2	Systems	Level 3	Fuel
A/C Model 1	DG-1001M			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	Ground Ops
PIC Age					
58					
During the pre-boarding inspection for the fourth flight of the day, the pilot noticed a strong smell of petrol and notified the CFI, who attended the glider and identified the smell was emanating from the engine bay. On opening the engine bay and inspecting the fuel connections, the site of the leak was not evident. Each of the connection points was checked to see if they would come off, but they appeared to be well secured. With a fire extinguisher present and only authorised persons in the vicinity, the ignition was turned on to run the fuel pump and pressurise the fuel lines. Within a few seconds a fuel pressure warning showed on the ECU. The pumps were left running for 1 minute and then the ignition was switched off. Upon reinspection of the engine bay the problem connection was identified and it was found that the fuel hose had not been fully engaged when clamped in place, and 1-2 litres of fuel was laying at the bottom of the engine bay. The hose was repositioned correctly and clamped securely in place. The other hoses and clamps					



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were inspected and found to be in order. The fuel at the bottom of the engine bay was removed and then the fuel line was repressurised. A short engine run confirmed there were no leaks and the aircraft was returned to service. The engine was used after the incident, including self-launch, and inspected at the end of the day with no evidence of any fuel leak. It was considered most likely that one of the fuel hoses was dislodged during the Daily Inspection, when the inspector checked security of the fuel lines by gently pulling on the hoses. When the fuel pumps pressurised the system, this caused the fuel hose to disconnect. The CFI also noted the following:

- There has been over 250 engine hours and this issue has not occurred in the past. The engine runs at about 6000 rpm so it is an environment of high vibration.
- To prevent a repeat of this situation, the fuel hoses will no longer be 'pulled' on during the Daily inspection. Instead, the fuel lines and clamps in the engine bay, where they are subject to the large vibrations, will be checked every five hours of operation. During the daily inspection the fuel hose clamps will be checked to ensure they do not move freely.

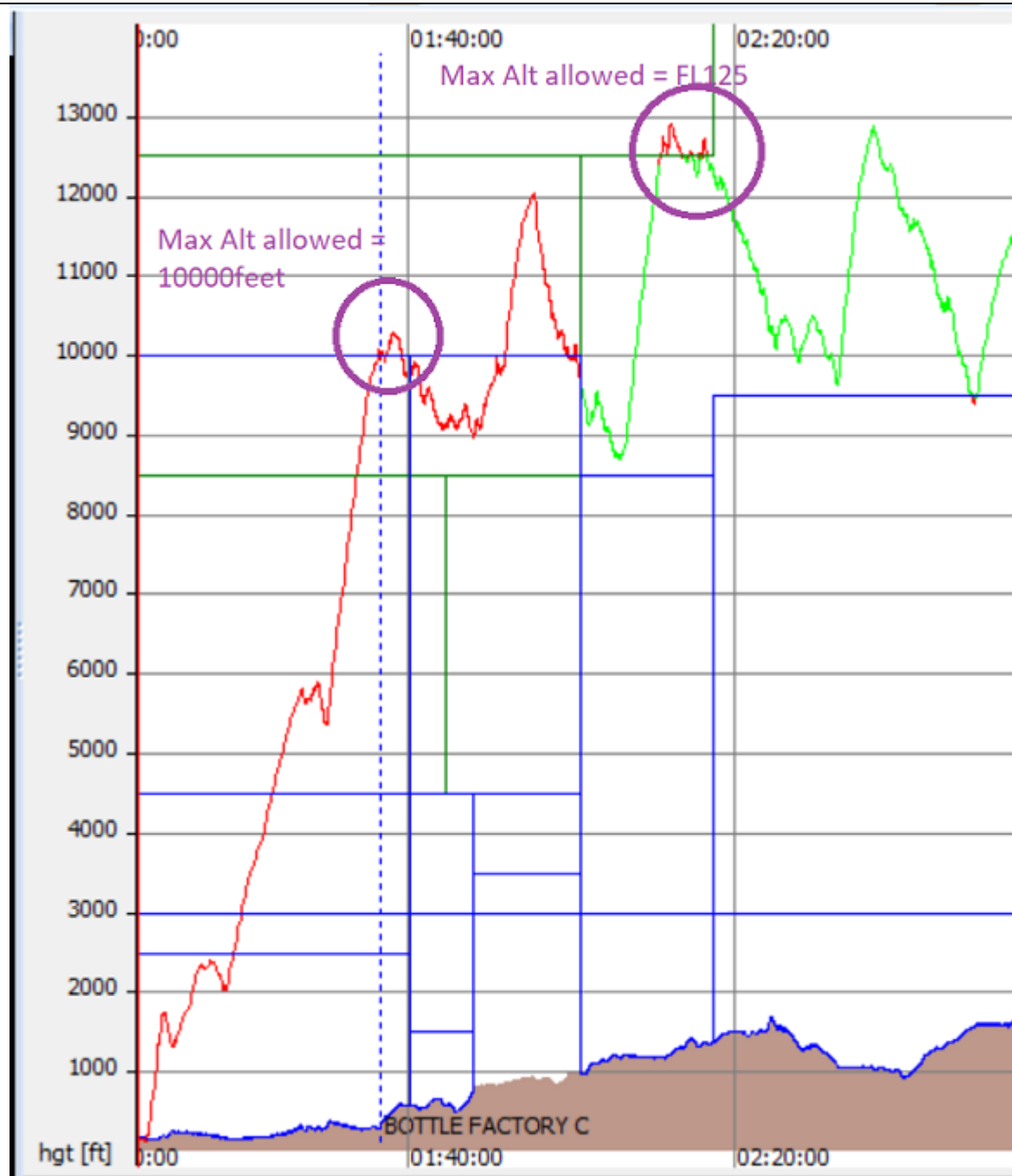
Date	8-Jan-2023	Region	GQ		SOAR Report Nbr	S-2139	
Level 1	Operational		Level 2	Aircraft Control		Level 3	Wheels up landing
A/C Model 1		ASW 19 B			A/C Model 2		
Injury	Nil	Damage	Nil	Phase	Landing	PIC Age	59
Under investigation. The pilot landed without having lowered and locked the undercarriage. The flight was the third and last day of a mini-Grand Prix event conducted by the club. In the three days of the event the pilot completed 12 hours of cross-country flying in hot weather conditions of about 30 degrees every day. On the day of the incident the pilot participated in a lead-and-follow coaching flight of 3½ hour duration. Heights of 9000 Ft were achieved in strong thermals reaching +11Kts strength. After landing the pilot realised that something was wrong and when disembarking the glider noticed that the undercarriage was not lowered. The glider was undamaged as the runway was a grass glider strip. Discussion with the CFI highlighted the importance of maintaining appropriate consideration of human factors in relation to the effects of dehydration, appropriate in-flight hydration, sustenance, urination, the cumulative effects of fatigue following multiple days of flying; including in hot conditions. The pilot will undergo a flight review before resuming solo flying.							

Date	8-Jan-2023	Region	SAGA		SOAR Report Nbr	S-2156	
Level 1	Airspace		Level 2	Airspace Infringement		Level 3	Airspace Infringement
A/C Model 1		LS 4			A/C Model 2		
Injury	Nil	Damage	Nil	Phase	Thermalling	PIC Age	42
What Happened While thermalling on a cross country flight the pilot was near 10000 feet and decided to don his oxygen cannular. At this point of the flight the glider was allowed to fly to 10000 feet in Danger Area D206. Climbs above this height are not permitted as the glider would enter Class 'C' airspace. While getting the oxy system working, the glider continued to climb and the pilot did not notice his altitude until he was at 11500feet. Once he realised his error, he immediately descended to below 10000 feet. When the pilot landed, he reported the airspace issue to the duty instructor and submitted a SOAR report.							



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A post-flight review of the logger trace indicates the pilot have exceeded airspace later in the flight. As the pilot flew north abeam Auburn, SA the trace file indicates the glider flew above FL125 and into Class 'C' airspace.



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The trace file shows that the glider reached 12,917 feet in this area. When the CFI spoke to the pilot about this breach, the pilot disputed exceeding FL125 on his altimeter; suggesting that the trace file from his tablet computer only recorded GPS altitude and was not linked to his calibrated altimeter. Notwithstanding, the pilot was not confident that he had been adequately monitoring the altimeter. **Analysis**

The aerodrome from which the pilot was operating is situated beneath Class C airspace (LL4500), and within and between several areas of restricted military airspace and Danger Areas. On the day of the flight the Danger area D206 was active and allowed gliders to fly in restricted airspace by arrangement with the RAAF to a height of 10000 feet. The pilot is an early cross-country pilot with only a couple of seasons of flying cross country. He also has limited experience flying with oxygen, and thus only fitted his oxygen cannular as he approached 10,000 feet. As he concentrated on fixing the cannular and getting his oxygen system working, he climbed into controlled airspace. After the flight the pilot recognised that his primary error was not using the oxygen system much earlier in the flight and thus his oxygen saturation levels may have been a contributing factor in his airspace infringement. The pilot was using a moving map display on a tablet computer running XCsoar, but the program did not have an alerting function on.

Safety Advice

To avoid airspace infringements pilots should apply Threat and Error Management in their flight planning and flying (e.g., identify the threats such as airspace, weather and equipment). Pilots must also consider the errors they are likely to make, such as in navigation, and address them early. Particular attention should be paid to vertical limits of controlled airspace, and pilots should plan to remain 200' below the base of controlled airspace and/or 1nm from the edge whenever possible. When flying at high altitude, pilots must understand how low oxygen saturation may impede their decision making process. They should use oxygen systems fitted to the aircraft before their oxygen saturation starts to fall with increasing altitude. It is also important that pilots understand the role of distraction before and during flight and how it can lead to



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inadvertent infringement of controlled airspace. Pilots should consciously recognise distractions including those from passengers, unfamiliar equipment or its malfunction, aircraft problems or weather as well as personal problems or stress. Pilots should ensure they positively shift attention from them back to flying, operating, and navigating the aircraft. If weather is becoming a factor, change your plans early and carefully. Importantly, look outside the cockpit with occasional confirmation checks on progress by viewing the moving map display or charts.

Date	8-Jan-2023	Region	GQ	SOAR Report Nbr	S-2189
Level 1	Operational	Level 2	Aircraft Control	Level 3	Hard landing
A/C Model 1	BG 12/16			A/C Model 2	
Injury	Nil	Damage	Substantial	Phase	Landing
				PIC Age	71
Under investigation. During landing the pilot mishandled the flaps and landed heavily.					

Date	10-Jan-2023	Region	NSWGA	SOAR Report Nbr	S-2141
Level 1	Operational	Level 2	Aircraft Control	Level 3	Wheels up landing
A/C Model 1	Discus b			A/C Model 2	
Injury	Nil	Damage	Minor	Phase	Landing
				PIC Age	
Under investigation. Upon returning to the aerodrome from cross country flight, the pilot lowered the undercarriage but failed to lock it in place. During the downwind leg of the circuit the pilot became distracted by a glider in circuit ahead and omitted to conduct the pre-landing check list. Just prior to touchdown the pilot noticed the undercarriage was unlocked, and this distraction resulted in a heavy landing resulting in minor damage to the glider.					

Date	13-Jan-2023	Region	WAGA	SOAR Report Nbr	S-2142
Level 1	Operational	Level 2	Aircraft Control	Level 3	Hard landing
A/C Model 1	LS 4			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	Landing
				PIC Age	63

What Happened

While landing in a cross wind the glider ran into sink near the ground. The glider ballooned a few feet and then touched down heavily on the runway. While the pilot felt that it was not a hard landing, the Duty instructor grounded the aircraft pending a 'hard landing' inspection.

Analysis

The pilot, who is pre -GPC and had limited experience on type, had returned to the aerodrome from a cross country flight. Since his departure from the aerodrome, conditions had changed and the wind was slightly stronger (12 knots) and across the operational runway (RWY 16). Several experienced pilots reported flying through turbulence and experienced difficulties on landing on this runway. The pilot's return the aerodrome was noticed by an instructor who was flying at the time, who made a radio call suggesting the pilot use RWY 26 that was more aligned with the wind direction. Unfortunately, this message was not delivered in time. The CFI debriefed the pilot and ascertained that the approach was flown at the correct speed for the gusting conditions, but upon experiencing the sink at approximately 20 feet above ground the pilot decreased the airbrakes and then mishandled the subsequent balloon resulting in a hard landing. The CFI noted that the pilot had sufficient energy when the sink was encountered and that he should have been able to correct using elevator without the need to adjust the airbrake position. The glider was inspected, and no damage was found. The pilot will undergo a competency check flight before further solo flights.

Safety Advice

A hard landing occurs when a sailplane hits the ground with a greater vertical speed and force than in a normal landing. However, the forces involved may not always be apparent. The club CFI noted that it is safer



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to conduct a 'hard landing' inspection than to fly a potentially damaged aircraft (refer SOAR report S- 1747 dated 18/11/2020). The CFI also noted that Instructors need to remain vigilant to the change of conditions when they are supervising solo flights by student (non-GPC) pilots.

Date	15-Jan-2023	Region	SAGA	SOAR Report Nbr	S-2143
Level 1	Operational	Level 2	Miscellaneous	Level 3	Rope break/Weak link failure
A/C Model 1	ASK 21			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	Launch
				PIC Age	53
Under investigation. During the initial climb on a winch launch, the cable connecting the glider to the winch was felt to break. The PIC initiated the cable break procedure and landed the aircraft without incident. It was determined that the weak Link fitted to the cable was too light for the glider and broke.					

Date	20-Jan-2023	Region	NSWGA	SOAR Report Nbr	S-2146
Level 1	Technical	Level 2	Powerplant/Propulsion	Level 3	Other Powerplant/Propulsion Issues
A/C Model 1	Arcus M			A/C Model 2	
Injury	Nil	Damage	Minor	Phase	In-Flight
				PIC Age	
During the post flight engine inspection, a fractured M8 x 25mm cap screw and associated washer was found on the engine bay floor. Investigation identified the screw and washer had come from the lower RHS carbon fibre prop mast, where it attached to an aluminium block, which itself is bolted to the top right-hand side of the engine with two longer 8mm cap screws. The lower section of the fractured screw remained in the aluminium block.					

Date	21-Jan-2023	Region	NSWGA	SOAR Report Nbr	S-2145
Level 1	Operational	Level 2	Terrain Collisions	Level 3	Collision with terrain
A/C Model 1	Hornet			A/C Model 2	
Injury	Nil	Damage	Substantial	Phase	Outlanding
				PIC Age	34
Under investigation. During the return leg of a cross-country flight, the pilot fell below final glide and decided to conduct an outlanding. The pilot selected what he considered to be the best paddock out of a number that were available, and he landed into wind. During the ground roll the starboard wing tip caught on some long grass and thistles resulting in a ground loop. The pilot was uninjured but the glider was substantially damaged in the tailboom and fin.					

Date	22-Jan-2023	Region	WAGA	SOAR Report Nbr	S-2150
Level 1	Operational	Level 2	Aircraft Control	Level 3	Wheels up landing
A/C Model 1	LS 4			A/C Model 2	
Injury	Nil	Damage	Minor	Phase	Landing
				PIC Age	
What Happened During the return leg of a cross-country competition flight during the West Australian Gliding Championships, the pilot got low and began to look for suitable landing paddocks. The pilot selected a paddock and continued to search for thermals. With the glider continuing to descend, the pilot broke off the flight at around 800ft and set up for a landing. During the approach the pilot identified it contained stock, so the pilot changed the approach to land in an adjacent paddock. After initially touching down and bouncing back into the air, the pilot believed he had not lowered the undercarriage and moved the undercarriage					



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lever and locked the wheel up. The glider touched down with minimal ground speed and sustained minor damage to the left side undercarriage door and fuselage gelcoat.

Analysis

The incident occurred following a relatively long cross-country flight with thermals becoming more difficult on the last leg. At this point the weather had changed from its predicted forecast and another 14 gliders were either out-landing or starting engines. Options for outlandings were good and while the commitment to land may have been a little late (800ft), it did not make any difference to the outcome in this case. The pilot was concerned that the undercarriage was not down on finals and cycled the gear. It is noted that this type of aircraft has the provision that the airbrake cannot be used until the undercarriage handle is down. Although experienced on type (and on out-landings) the pilot seemed to be concerned that the undercarriage was not down after the initial touchdown. Upon examination of the aircraft, it was concluded that the pilot's concern was due to the bumps in the paddock, and still thinking the gear was up moved the gear handle to the up position shortly after landing causing the damage to the doors. The pilot's CFI identified that overload, fatigue, and dehydration may have been causal factors in this incident. The aircraft was repaired the next day and flew again the following day with the same pilot for the rest of the competition.

Date	27-Jan-2023	Region	WAGA	SOAR Report Nbr	S-2149
Level 1	Operational	Level 2	Runway Events	Level 3	Depart/App/Land wrong runway
A/C Model 1	ASH 25 E			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	Landing
				PIC Age	54

What Happened

The pilot had returned to the aerodrome from a competition flight and landed on the reciprocal of the operational runway. At the time there were no other aircraft in circuit. The pilot reported having flown seven competition days and attributed his confusing of the runway directions to fatigue. It was reported that a passenger on the flight was a pre-GPC student who identified the pilot's error but did not feel it appropriate to raise the issue with the very experienced command pilot (authority gradient).

Analysis

The incident occurred following a long difficult cross-country flight in the West Australian Gliding Championships. The pilot was flying with a pre-solo student for coaching purposes and had been taking different pilots with him on the other days to assist them with their cross-country flying. Conducting coaching activities during a competition would have added to the pilot's normal workload. Earlier in the week there had been a mass landing out of over 16 gliders due to a weather change which included this pilot and aircraft. The rest of the week did not provide good soaring conditions, which increased the fatigue of most competitors. The pilot had nominated the following day as a rest day which suggests that fatigue was an issue. Upon returning to the aerodrome at the end of the task, the pilot believed he had joined downwind for RWY 16 but was in fact on the reciprocal heading. After landing the pilot realised his error. The student pilot had noticed the command pilot's error but did not say anything as they felt she should not comment due to the authority gradient. The pilot's CFI identified the following causal factors:

- The competition had been using runway 34 for the first few days and had only changed to runway 16 on the last two days.
- The pilot's decision-making was affected by fatigue, and dehydration from a long flight was a potential factor.
- There were no other aircraft in the circuit at the time the pilot joined down-wind.
- There was no comment from the student that it was the wrong runway.

Safety Advice

Fatigue



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Fatigue has been identified as a factor in numerous aviation accidents over the years and is a continuing problem facing pilots flying gliders on long cross-country flights, or instructors and tow pilots with long duty cycles. Among the many symptoms of fatigue are increased reaction time, a decreased ability to concentrate on multiple tasks, fixation, short-term memory loss, impaired judgment, impaired decision-making ability, distractibility, and reduced visual perception. Fatigue cannot be eliminated, but the risks associated with it can be managed by being rested before flight, maintaining proper nutrition and hydration levels, using oxygen and taking regular breaks during rostered periods.

Authority Gradient

Authority Gradient refers to the established, and/or perceived, command and decision-making power hierarchy in a flight crew. Concentration of power in one person leads to a steep gradient, while more democratic and inclusive involvement of other crew members results in a shallow gradient. Reducing the risks that arise from authority gradients is a matter of raising awareness, learning some simple skills, practicing those skills whilst under training and applying those skills during routine and emergency operations. Instructors and Coaches must be capable of creating a working climate where trainees are confident enough to raise concerns, question decisions and also offer solutions. This requires the development of a flexible and professional leadership style based on clear communication and encouragement. Trainees need to learn assertiveness techniques to provide them with the confidence to question authority and play a full part in the team task. Appropriate and comprehensive pre-task briefings are essential to clarify roles, responsibilities, capabilities, limitations, and boundaries, both in normal and abnormal conditions. These may need to be reinforced during situational briefings such as pre-take-off and joining the circuit.

Date	28-Jan-2023	Region	GQ	SOAR Report Nbr	S-2148
Level 1	Operational	Level 2	Aircraft Control	Level 3	Pilot Induced Oscillations
A/C Model 1	Astir CS 77			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	Landing
				PIC Age	
Under investigation. The pilot was having his first single-seat conversion from the DG1001 to an Astir CS77. Following a soaring flight of approximately 40 minutes, the pilot joined circuit for landing. After a normal circuit the pilot turned onto the final approach and then pended the airbrakes about one-third. To counter an overshoot, the pilot opened the airbrakes to about half. The pilot reported flying the approach at around 57 knots, but found it hard to prevent the airbrakes from opening fully due to the flight loads. The pilot touched down while still at flying speed and the glider rebounded into the air. The pilot reported that he <i>"...put the airplane back into a stable attitude and attempted a second touchdown. On this occasion I bounced again. I attempted to stabilise again, but the tail touched down again. I deployed full airbrake at this stage. During the ground roll I was occupied with keeping the wings level, which led me to run off the runway"</i> . A thorough inspection of the glider did not identify any damage.					

Date	28-Jan-2023	Region	GQ	SOAR Report Nbr	S-2151
Level 1	Operational	Level 2	Aircraft Control	Level 3	Incorrect configuration
A/C Model 1	ASW27B			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	Launch
				PIC Age	60
Under investigation. After releasing from aerotow in a thermal, the pilot found it difficult to centre the lift and climb. Further attempts to thermal were also unsuccessful and the pilot attributed this to the glider's high wing loading. The pilot broke off the flight at 800ft and commenced a right-hand circuit. During the downwind leg the glider still had a high sink rate and the pilot to land downwind into a stubble paddock. The glider undershot and touched down in a cotton crop before rolling out into the stubble. Upon exiting the glider, the pilot realised the airbrakes had been unlocked for the entire flight. Upon reflection, the pilot realised they had not conducted their pre-take-off checks.					



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Date	29-Jan-2023	Region	GQ	SOAR Report Nbr	S-2147
Level 1	Operational	Level 2	Aircraft Control	Level 3	Wheels up landing
A/C Model 1	ASW27b			A/C Model 2	
Injury	Nil	Damage	Minor	Phase	Landing
				PIC Age	75
Under investigation. The pilot was conducting their first flight with water ballast for over 12 months. After releasing at 2000ft AGL in a thermal, the pilot raised the undercarriage and commenced a climb for about 500ft when the thermal was lost. The pilot flew north about 2 miles to a promising cloud, however the glider lost considerable height due to encountering high sink. At about 1800ft AGL the pilot turned back to aerodrome, but the glider flew through further sink and so the pilot decided to dump the ballast. Due to insufficient height to conduct a circuit, the pilot decided to land on the reciprocal runway and made radio call advising intentions. The pilot turned onto final at 800ft AGL, and during the hold-off realised he had not lowered the undercarriage. The glider touched down on the grass runway and suffered only minor damage.					

Date	3-Feb-2023	Region	NSWGA	SOAR Report Nbr	S-2155
Level 1	Operational	Level 2	Ground Operations	Level 3	Taxiing collision/near collision
A/C Model 1	ASW 27-18			A/C Model 2	
Injury	Nil	Damage	Substantial	Phase	Ground Ops
				PIC Age	67
Under investigation. While towing the glider to the hangar, a wind gust (possibly a thermal) struck the glider causing it to dislodge from the tow equipment. The starboard wing impacted a runaway marker and the glider hit the tow vehicle. Significant damage was caused to the starboard control surface, the port flap, and vertical fin assembly.					

Date	4-Feb-2023	Region	SAGA	SOAR Report Nbr	S-2158
Level 1	Airspace	Level 2	Aircraft Separation	Level 3	Aircraft Separation Issues
A/C Model 1	Grob G 109			A/C Model 2	Fisher Youngster
Injury	Nil	Damage	Nil	Phase	Landing
				PIC Age	53
Under investigation. The sortie was a refamiliarisation flight with an instructor in a touring motor glider. While the glider was on base leg at 500ft AGL with the engine off, an ultralight aircraft was sighted on final approach and potentially in conflict with the glider. The command pilot in the glider made a radio call to alert the ultralight pilot to the glider's position but received no response and the ultralight continued its approach. The command pilot restarted the engine and climbed away from the base leg. Subsequent discussion with the ultralight pilot revealed he wasn't monitoring the aerodrome frequency and had not seen the glider.					

Date	5-Feb-2023	Region	WAGA	SOAR Report Nbr	S-2153
Level 1	Operational	Level 2	Aircraft Control	Level 3	Hard landing
A/C Model 1				A/C Model 2	
Injury	Nil	Damage	Nil	Phase	Landing
				PIC Age	
Under investigation. The pilot reported landing hard, but the aircraft was not damaged.					

Date	5-Feb-2023	Region	VSA	SOAR Report Nbr	S-2163
Level 1	Technical	Level 2	Systems	Level 3	Other Systems Issues



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A/C Model 1		ASW 28		A/C Model 2			
Injury	Nil	Damage	Nil	Phase	In-Flight	PIC Age	62
What Happened At the top of a competition launch, the pilot was unable to release the tow rope.							
Analysis The pilot chose to make a radio call to the tow pilot advising of the failure to release but did not use the tug callsign. After a few radio calls, the tow pilot eventually became aware of the situation and towed the glider back towards the aerodrome. After numerous attempts to release the tow rope, it did release. The pilot landed back on the aerodrome and inspected the release, but the release tested OK and the pilot was unable to determine the cause of the failure. The pilot took a relaunch and the released worked when used.							
Safety Advice As with all radio communications, broadcasts must identify the callsign of the station being called as well as the station calling. In this case the glider pilot clearly did not know the tug callsign, so there was some initial confusion as to which of the four tugs was involved. Had the pilot conducted the standard 'release failure' procedure and flown out to the left of the tow plane in accordance with standard procedures, they may have got the tow pilot's attention earlier.							

Date	9-Feb-2023	Region	VSA		SOAR Report Nbr		S-2223
Level 1	Airspace		Level 2	Aircraft Separation		Level 3	Aircraft Separation Issues
A/C Model 1		SZD-48-1 Jantar Standard 2		A/C Model 2		Piper PA-25-235	
Injury	Nil	Damage	Nil	Phase	In-Flight	PIC Age	62

Date	12-Feb-2023	Region	NSWGA		SOAR Report Nbr		S-2159
Level 1	Operational		Level 2	Terrain Collisions		Level 3	Ground strike
A/C Model 1		JS 3 15 m with jet sustainer		A/C Model 2			
Injury	Nil	Damage	Minor	Phase	Outlanding	PIC Age	65
Under investigation. In an attempt to cross the finish line, the pilot flew into a non-maneuvring area before attempting to start the sustainer jet engine at about 250ft AGL. The pilot reported: <i>"At the 3 km finish point (approximately 250 feet AGL) it was obvious that to make the airfield, trees would need to be cleared and it was not possible to clear the trees due to lack of height AGL and lack of airspeed to gain height. I lowered the undercarriage, turned away from the trees (180 degrees) toward paddocks (that were not checked for out-landing), and turned on the jet sustainer. The aircraft was approximately 200 feet AGL. Whilst the jet sustainer engaged its startup procedure, the aircraft ran out of height and landed in a freshly ploughed paddock. There were fences in the paddock at close proximity and due to the fortunate circumstance of a freshly ploughed field and very quick stopping with the soft earth there was approximately 50 m of clearance to the fence. At the time of landing the jet was fully engaged (about 45 seconds had elapsed from time of turning away from trees and landing in the field)."</i>							



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Date	13-Feb-2023	Region	SAGA	SOAR Report Nbr	S-2173
Level 1	Airspace	Level 2	Airspace Infringement	Level 3	Airspace Infringement
A/C Model 1	Piper PA-25-235/A1			A/C Model 2	DG 1000
Injury	Nil	Damage	Nil	Phase	Launch
				PIC Age	70
Under investigation. During an aerotow and near the top of the launch, the tow pilot inadvertently towed the combination into nearby Restricted Airspace. The combination infringed airspace for less than one minute. The tow pilot was flying by reference to ground features, but did not recognise the error due to the nose high attitude of the tow plane.					

Date	18-Feb-2023	Region	NSWGA	SOAR Report Nbr	S-2160
Level 1	Consequential Events	Level 2	Low Circuit	Level 3	Low Circuit
A/C Model 1	Twin Astir			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	Landing
				PIC Age	25
Under investigation. During a training flight the student was unable to maintain the desired circuit speed on the downwind leg, and the instructor failed to take control until the glider was too low to conduct a safe circuit. A very low circuit was flown, and only just enough height to clear obstacles. The instructor demonstrated an unwillingness to accept responsibility for the incident.					



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Date	18-Feb-2023	Region	VSA	SOAR Report Nbr	S-2161
Level 1		Level 2		Level 3	
A/C Model 1	SZD 51 Junior			A/C Model 2	
Injury	Nil	Damage	Minor	Phase	Landing
				PIC Age	81
Under investigation. The experienced pilot had landed normally but during the ground roll the glider struck a depression and rebounded into the air. Upon touching down again the right wing contacted the ground and the glider slewed off the runway to right. The right-hand wing contacted a speed sign on the runway perimeter track, causing minor damage.					

Date	23-Feb-2023	Region	NSWGA	SOAR Report Nbr	S-2166
Level 1	Operational	Level 2	Flight Preparation/Navigation	Level 3	VFR into IMC
A/C Model 1	Piper PA-25-235			A/C Model 2	SZD-51-1 Junior
Injury	Nil	Damage	Nil	Phase	In-Flight
				PIC Age	
Under investigation. A tug and glider returned to the home aerodrome following a retrieve from a remote aerodrome after last light.					

Date	23-Feb-2023	Region	SAGA	SOAR Report Nbr	S-2162
Level 1	Airspace	Level 2	Aircraft Separation	Level 3	Aircraft Separation Issues
A/C Model 1	Grob G 109			A/C Model 2	Glasair SII RG
Injury	Nil	Damage	Nil	Phase	In-Flight
				PIC Age	64
Under investigation. The pilot of a Glasair received an ADS-B alert of another aircraft, a Grob 109 touring motor glider (which was equipped with an EC device), approaching head on and took avoiding action. The pilot of the Grob 109 was aware of another aircraft about 10NMs ahead but did not sight the Glasair and was only informed after landing when the Glasair pilot contacted the gliding club. The glider pilot advised that he was not monitoring the area frequency.					

Date	25-Feb-2023	Region	NSWGA	SOAR Report Nbr	S-2184
Level 1	Airspace	Level 2	Aircraft Separation	Level 3	Aircraft Separation Issues
A/C Model 1	ASG 32 MI			A/C Model 2	ARCUS M
Injury	Nil	Damage	Nil	Phase	In-Flight
				PIC Age	69
During the '20M Dual Seat Nationals' the Competition Director and Safety Officer reported that the pilot had been observed on a few occasions to fly aggressively, especially when entering thermals. The pilot was counselled and is under scrutiny.					

Date	26-Feb-2023	Region	VSA	SOAR Report Nbr	S-2164
Level 1	Technical	Level 2	Systems	Level 3	Other Systems Issues
A/C Model 1	ASW 28			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	In-Flight
				PIC Age	62
What Happened At the top of the launch, the pilot was unable to release the tow rope and, following several unsuccessful attempts by the glider pilot, the tow pilot released the rope from the tow plane. The pilot landed safely.					
Analysis					



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The pilot reported that the release had also failed during an aerotow a few weeks earlier (Refer to report S-2163), so a more thorough inspection was considered warranted. The release mechanism was removed from the sailplane and the inspector found a small stone lying loose in the nose under the release mechanism. As the stone was mobile, the inspector considered it was most likely that it would occasionally move into a position that prevented the release from being actuated. The stone was removed and there have been no further problems.



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Date	28-Feb-2023	Region	NSWGA	SOAR Report Nbr	S-2165
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Level 1	Operational	Level 2	Terrain Collisions	Level 3	Controlled flight into terrain
A/C Model 1	ASK21			A/C Model 2	
Injury	Nil	Damage	Substantial	Phase	Launch
					PIC Age

What Happened

Shortly after becoming airborne on an aerotow launch and at a height of about 80ft, the glider flew through turbulence causing the student pilot to hit his head on the canopy and inadvertently release the tow cable. The pilot reflexively lowered the nose and opened the airbrakes to conduct a short landing and contacted the ground hard. The glider rebounded into the air and again struck the ground hard in a nose down attitude. The pilot was uninjured, but the glider was extensively damaged around the nose wheel and forward of the rear instrument panel.

Analysis

The student pilot had planned to fly a solo soaring flight of one hour to qualify for the issue of a 'C' certificate qualification. The wind was north westerly at about 8 knots, gusting to 15 knots. The pilot had intended to fly the Club's PW5, in which he had flown 27 flights. However, the supervising instructor suggested the K21 was more suited to the conditions, as it provided a more stable platform and was the aircraft in which the student had completed most of their training. The CFI reported that the student had flown 151 flights prior to the incident and had gone solo after 71 flights. The student had flown 36 solo flights before the incident, of which 27 flights were in the PW5. The student had trained with four instructors over 12 months, and usually flew about once a month for a week at a time. The student's current instructor regards him as a thorough and disciplined pilot who conducts comprehensive preflight checks with appropriate attention to options. He is very comfortable in the air, and flies in a safe and well considered manner. The investigation identified the crosswind from the left, and mild gusting as contributing factors. The groin strap was loose, but the lap and shoulder straps were tight. The student had their hand close to the release knob and was not holding it, but the sudden bump may have caused the pilot to grasp it. The CFI concluded that the incident was not the result of a PIO, but a reflexive response to aggressive but short-lived turbulence. The student's action was inappropriate for a low-level launch failure, and the student acknowledged that they should have taken a second or two to assess the situation before reacting. The duty instructor supervising the launch stated that it appeared to be normal up until the point of turbulence, whereupon the glider was seen to sharply nose down and disappear below the line of sight on the sloping runway, and appear again, probably after the first contact with the ground and a bounce. The student will undergo further training, with the emphasis on decision making rather than an instinctive response in various emergency scenarios.

Safety Advice

Aerotow launch emergencies are not uncommon and form part of a pilot's training. During launch the pilot must have a plan to address any emergency that may occur. Indeed, the pre-take-off checklist requires a pilot to consider their actions in the event of an emergency. In the case of a rope break or premature release from tow, the priority for the pilot is to lower the glider's nose and adopt safe speed. The next action is to assess landing options and conduct a safe landing. Sudden and aggressive control movements in pitch must be avoided, especially when close to the ground. Coarse elevator control inputs are inconsistent with a safe transition from a stabilised approach into the flare and landing and will often result in a sudden and unrecoverable steep dive into the ground.

Date	1-Mar-2023	Region	SAGA	SOAR Report Nbr	S-2167
Level 1	Operational	Level 2	Aircraft Control	Level 3	Hard landing
A/C Model 1	LS 8-18			A/C Model 2	
Injury	Nil	Damage	Minor	Phase	Landing
					PIC Age
					70
Under investigation. The pilot configured the aircraft for landing just prior to entering the circuit. Just prior to turning to base, the pilot conducted their pre-landing checks to confirm all required actions were done					



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including setting the approach speed. After a normal approach the glider touched down on grass runway while still at flying speed (62 knots) and bounced back up in the air about two feet. When the glider settled the pilot heard a "lot of noise" and the glider stopped quicker than usual. The pilot recognised that the wheel had collapsed, as the undercarriage lever was still locked in the 'down' position.

Date	5-Mar-2023	Region	NSWGA	SOAR Report Nbr	S-2168
Level 1	Airspace	Level 2	Aircraft Separation	Level 3	Near collision
A/C Model 1	ASK 21			A/C Model 2	Piper PA 32
Injury	Nil	Damage	Nil	Phase	In-Flight
				PIC Age	76
Under investigation. Whilst the glider was tracking WNW at approximately 4500' about 1 NM North of 'Piper's Field', a Piper PA32 passed the glider on a reciprocal heading at a similar height and about 50 metres distance. The glider crew did not hear any radio broadcasts from the PA32 as it tracked directly over the top of the airfield. Flight Radar revealed the PA32 had departed Orange for Bankstown. The glider airfield is listed in the Bathurst Airport (YBTH) ERSAs as follows: <i>"Glider training activities, including aerobatics, are concentrated W of 3NM Pipers Field up to A050 but glider OPS often extend well beyond 20NM Bathurst and ABV A080. Intensive gliding activity will mainly be confined NORTH of the Orange-Bathurst highway. To avoid gliding activity, in VMC conditions by day other aircraft should remain SOUTH of the highway at all times between Orange Airport and the Macquarie River. Even when SOUTH of the highway keep watch as gliders may be operating or conducting cross-country exercises."</i> The ERSAs also contains a navigation diagram track for this procedure.					

Date	5-Mar-2023	Region	VSA	SOAR Report Nbr	S-2174
Level 1	Environment	Level 2	Weather	Level 3	Other Weather Events
A/C Model 1	DG-1000			A/C Model 2	Piper PA-25-260
Injury	Nil	Damage	Nil	Phase	Launch
				PIC Age	60
What Happened While taking off from RWY 01 in a strong crosswind with a glider under tow, a strong gust from the left struck the combination just prior to the tug was becoming airborne. With the aircraft weight being mostly carried by the wings, the tug skidded sideways across the ground and then became airborne. The tug and glider proceeded to drift to the right and crossed the right-hand boundary fence at about 50ft. The combination climbed rapidly, and the glider released at 3000ft AGL about four minutes later.					



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Analysis

The towing combination comprised a DG-1000 glider being flown by a pre-solo student pilot under instruction and a Pawnee tow plane flown by a low hour's tow pilot. A tow pilot who observed the take-off advised that the wind was 15kts, and probably gusting to 20 kts. The drift started just when the tug got light on the undercarriage, and about 5-10 seconds later the combination was climbing over the boundary fence. At that time, other gliders were landing on RWY 27, which was more into wind. As the tug started drifting to the right, the gliding instructor took control but elected to stay on tow as the combination had gained sufficient height and speed to clear the fence, and the instructor was concerned that had he released the rope may have struck the fence and potentially caused difficulties for the tow pilot. In hindsight, the instructor recognised that the flight should not have proceeded in the prevailing conditions, and that once the tug started to drift, he should have released and allowed the tug to safely climb away while landing the glider straight ahead on the runway. The Club CFI noted that the cause of this incident was most likely the result of a strong gust combined with incorrect inputs by the tow pilot, and it highlights why gliding duty crews must manage flight risks by moving operations to the most into wind runway in a timely manner.

Safety Advice

Like most clichés there is truth behind the statement that landings are mandatory, but take-offs are optional. Operations in crosswind conditions require strict adherence to applicable crosswind limitations or maximum recommended crosswind values, operational recommendations, and handling techniques. Most aeroplanes have a maximum demonstrated crosswind component. This is not a limitation—it is merely the greatest that was demonstrated during certification. If the pilot is very proficient, they may be able to take off (and land) with a greater crosswind. Also, while the aeroplane may be able to handle it—it's the pilot that



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most often cannot. Pilots must therefore decide whether to attempt a crosswind take-off based on their recent experience and not some figure in the pilot's operating handbook. In the case of an aerotow, it is the tow pilot that has this responsibility as pilot in command of the combination.

Date	5-Mar-2023	Region	SAGA	SOAR Report Nbr	S-2169
Level 1	Operational	Level 2	Ground Operations	Level 3	Ground handling
A/C Model 1	ASK 21			A/C Model 2	
Injury	Nil	Damage	Minor	Phase	Ground Ops
					PIC Age
					54

What Happened

While towing the ASK-21 glider back to the hangar, the driver received a stop signal and applied the vehicle brakes. Unbeknown to the driver, the rigid towing bar had bent and was now rubbing on the glider's rudder. Upon arriving at the hangar, the driver noticed the rudder had suffered some minor scratching from the bent towing bar.

Analysis

The rigid tow bar became bent when the towing combination, which was travelling above normal speed, was abruptly braked when the vehicle driver received a signal from the duty instructor to stop. The compressive force of deceleration resulted in the tow bar deforming. The cause of the incident was largely the result of a deterioration in judgment caused by prolonged exposure to a very hot day with multiple incidences of time in the sun repairing cables breaks. In addition, the tow vehicle driver was under some pressure to depart the airfield for a meeting in town and was in a hurry. Despite no significant damage resulting from this incident, there was a high probability that major damage could have resulted. The day's operation was not unusual but was conducted in high temperatures common in that location at this time of year. During the day there were multiple launch stoppages due to cable breaks, with winch drivers remaining in the sun for prolonged periods. Both the glider pilot and the tow vehicle driver had driven the winch during the day. At completion of flying, the two gliders on the airstrip were to be moved to the hangar connected to vehicles via rigid towbars. The ASK-21 was towed at speed towards the hangar and was about to overtake the other glider when the Duty Instructor signalled stop to allow the other glider to enter the hangar first. The vehicle towing the ASK-21 stopped with enough force to cause the tow bar to deform while decelerating the glider. There was a brief exchange between the duty instructor and passenger of the tow vehicle, where it was resolved that the ASK-21 would be towed beyond the hangar to make room for the other glider. The driver then departed with the damaged tow bar causing an oscillation of the glider's tail that was noticed by the Duty Instructor. The Duty Instructor again signalled the vehicle driver to stop but the driver did not see the signal and continued on their way. On arriving at the hangar the ASK-21 was unhooked and the driver and vehicle left the field immediately without further communication. After exiting the vehicle, the passenger noticed the deformation in the tow bar and conducted an inspection of the glider with the duty instructor. Apart from some abrasion, the glider did not suffer further damage. The CFI interviewed the persons involved and identified several failures:

- The winch drivers lacked self-awareness of their fatigued state.
- The vehicle driver was in a hurry to leave and drove too fast.
- The passenger in the vehicle towing the ASK-21, being similarly fatigued, did not identify the glider was being towed too fast.
- Neither the vehicle driver nor passenger maintained adequate situational awareness during the tow.
- It is not normal practice to overtake another glider under vehicle tow.

Despite the investigation showing no significant damage had occurred to the glider, this incident could have easily resulted in substantial damage had there been greater contact between the rudder or tail plane and the vehicle or tow bar. Additionally, had the glider in question had a more ridged tow bar it may have transferred additional braking forces to the airframe of the glider.

Safety Advice



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Fatigue

High levels of fatigue cause reduced performance and productivity and increases the risk of accidents and injuries. Fatigue affects the ability to think clearly. As a result, people who are fatigued are unable to gauge their own level of impairment and are unaware that they are not functioning as well or as safely as they would be if they were not fatigued. People working in a fatigued state may place themselves and others at risk. Fatigue management is a shared responsibility between Clubs and their members. Clubs have an obligation under their Safety Management System to minimise the risk of fatigue, so far as is reasonably practicable. Individual members have a duty to take reasonable care for their own safety and health, and make sure their acts or omissions don't adversely affect the health or safety of others. For further information on fatigue, refer to the Human Factors in Gliding publication.

Towing with a Vehicle

Drivers using a rigid bar must never tow at faster than walking pace and should always use the tow-out equipment designed for use with the glider. When towing gliders, never brake heavily and always allow a greater distance to slow or stop than the distance you would allow with only the car. Drivers and their passengers should always situationally aware and maintain a scanning technique.

Date	11-Mar-2023	Region	NSWGA	SOAR Report Nbr	S-2172
Level 1	Consequential Events	Level 2	Low Circuit	Level 3	Low Circuit
A/C Model 1	SZD-50-3 Puchacz			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	Landing
				PIC Age	62
Under investigation. A low-hours pilot joined circuit low and failed to modify when sink was encountered. The pilot flew a very low circuit but landed successfully.					

Date	11-Mar-2023	Region	NSWGA	SOAR Report Nbr	S-2171
Level 1	Operational	Level 2	Aircraft Control	Level 3	Incorrect configuration
A/C Model 1	SZD-50-3 Puchacz			A/C Model 2	Piper PA-25-235
Injury	Nil	Damage	Nil	Phase	Launch
				PIC Age	67
Under investigation. During an aerotow launch the airbrakes deployed.					

Date	12-Mar-2023	Region	VSA	SOAR Report Nbr	S-2170
Level 1	Operational	Level 2	Ground Operations	Level 3	Ground handling
A/C Model 1	PW-6U			A/C Model 2	
Injury	Nil	Damage	Minor	Phase	Ground Ops
				PIC Age	69
Under investigation. While pushing the glider into the hangar spot, the starboard aileron struck a hangar door and was damaged.					

Date	12-Mar-2023	Region	NSWGA	SOAR Report Nbr	S-2178
Level 1	Operational	Level 2	Aircraft Control	Level 3	Control issues
A/C Model 1	Discus b			A/C Model 2	Cessna 180
Injury	Nil	Damage	Nil	Phase	Launch
				PIC Age	53
Under investigation. During an aerotow launch, the tug became airborne prior to the high wing loading glider, The glider pilot was unable to release from tow because the release knob had slipped out of reach, and so made a radio call to the tow pilot to increase speed. The tow pilot complied and the launch continued uneventfully.					



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Date	18-Mar-2023	Region	GQ	SOAR Report Nbr	S-2175
Level 1	Airspace	Level 2	Aircraft Separation	Level 3	Near collision
A/C Model 1	LS 8-a			A/C Model 2	LS 8-18
Injury	Nil	Damage	Nil	Phase	Thermalling
PIC Age					
65					
Under investigation. During the second leg of a competition flight, the pilot of a glider established in a received a FLARM alert indicating an immediate threat. The pilot was unable to identify any reason for the FLARM warning and could not see any glider or any part of a glider while looking for signs of conflicting traffic. The FLARM alert was in response to another glider entering the thermal from directly behind and below and in the thermalling pilot's blind spot. The entering glider then turned inside the other glider as its pilot opened the turn in an attempt to sight the conflicting glider.					

Date	18-Mar-2023	Region	VSA	SOAR Report Nbr	S-2180
Level 1		Level 2		Level 3	
A/C Model 1	mosquito			A/C Model 2	LS4
Injury	Nil	Damage	Nil	Phase	Thermalling
PIC Age					
70					

Date	18-Mar-2023	Region	NSWGA	SOAR Report Nbr	S-2187
Level 1	Airspace	Level 2	Aircraft Separation	Level 3	Near collision
A/C Model 1	Piper PA-25-235			A/C Model 2	AERO VODOCHODY L-39C
Injury	Nil	Damage	Nil	Phase	Launch
PIC Age					
39					
Under investigation. During a AEF activity the Glider/Tug combination had to take avoiding action to prevent a collision with a local L39-C 'jet experience' aircraft. After taking avoidance action, the aerotow combination resumed routinely and without further incident.					

Date	19-Mar-2023	Region	SAGA	SOAR Report Nbr	S-2183
Level 1	Airspace	Level 2	Airspace Infringement	Level 3	Airspace Infringement
A/C Model 1	DG-1000S			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	In-Flight
PIC Age					
What Happened					
The pilot self-reported entering active restricted airspace by 1300 metres for a period of two minutes.					
Analysis					
As part of the pilot's pre-flight preparation, he checked the NOTAM in the morning but failed to see that the restricted area was become active a short period (90 mins) during part of the flight. The pilot uses an electronic Flight Bag (EFB) on his mobile phone and he confirmed the airspace was inactive while preparing for the flight. However, by the time he launched, the airspace had become active, and he did not use the EFB during the flight. It was after he landed and was preparing for another flight that he checked the EFB and noticed that the airspace was active.					
Safety Advice					
EFBs are a great tool, but it is reliant on the pilot using it in flight and does not replace the need to read and understand NOTAMS before a flight.					

Date	20-Mar-2023	Region	VSA	SOAR Report Nbr	S-2176
Level 1	Airspace	Level 2	Aircraft Separation	Level 3	Near collision
A/C Model 1	Mosquito B			A/C Model 2	LS8
Injury	Nil	Damage	Nil	Phase	In-Flight
PIC Age					
54					



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Under investigation. Two gliders nearly collided while thermalling.

Date	22-Mar-2023	Region	NSWGA	SOAR Report Nbr	S-2179
Level 1		Level 2		Level 3	
A/C Model 1		Discus B		A/C Model 2	LS8-18
Injury	Nil	Damage	Nil	Phase	Thermalling
				PIC Age	53
Under investigation. Two gliders nearly collided while thermalling.					

Date	2-Apr-2023	Region	GQ	SOAR Report Nbr	S-2190
Level 1	Environment	Level 2	Wildlife	Level 3	Birdstrike
A/C Model 1		Standard Libelle 201 B		A/C Model 2	
Injury	Nil	Damage	Substantial	Phase	Thermalling
				PIC Age	64
While thermalling near the Bunya Mountains a wedge tailed Eagle dived from above with legs extended and collided with the port wing of the glider. Inspection the left wing identified delamination of subsurface materials, chipped gelcoat and cracking in several areas extending over an area approximately 30cm diameter. Although birds and glider pilots often share the same thermal and can operate near each other with relative safety, birds can and do occasionally come into contact with a glider. While it is uncommon that a bird strike causes any harm to aircraft crew, many result in damage to aircraft. Wedge-tailed Eagles are territorial and are known to defend around their nest sites from other Wedge-tailed Eagles and the occasional model airplane, hang glider, glider, fixed-wing aircraft and helicopter.					

Date	6-Apr-2023	Region	GQ	SOAR Report Nbr	S-2193
Level 1	Operational	Level 2	Terrain Collisions	Level 3	Ground strike
A/C Model 1		Jantar Standard 3		A/C Model 2	
Injury	Nil	Damage	Minor	Phase	Outlanding
				PIC Age	51
Under investigation. On the return leg of a competition task conditions deteriorated, and the pilot conducted an outlanding into a cultivated paddock. During the flare, the pilot noticed a picket and wire fence across the landing run. The pilot conducted a ground loop to avoid contact with the fence.					

Date	6-Apr-2023	Region	GQ	SOAR Report Nbr	S-2191
Level 1	Operational	Level 2	Miscellaneous	Level 3	Rope break/Weak link failure
A/C Model 1		Nimbus-2C		A/C Model 2	Pawnee
Injury	Nil	Damage	Nil	Phase	Launch
				PIC Age	60
An inexperienced launch crew hooked the glider on for an aerotow launch but did not properly engage the rings in the release. At 150ft AGL the rings pulled free, and the glider was safely landed in a paddock. The glider was being launched from the CG release, as a nose release was not fitted, and the crew was unfamiliar with its operation.					

Date	9-Apr-2023	Region	VSA	SOAR Report Nbr	S-2197
Level 1		Level 2		Level 3	
A/C Model 1		IS 28 B2		A/C Model 2	
Injury	Nil	Damage	Nil	Phase	Launch
				PIC Age	58



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Date	16-Apr-2023	Region	GQ	SOAR Report Nbr	S-2195
Level 1	Technical	Level 2	Systems	Level 3	Flight controls
A/C Model 1	ASK 21 B			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	Ground Ops
				PIC Age	68
What Happened While conducting their pre-take-off checks, the student found the right-hand rudder pedal mechanism was binding. The instructor, who was seated in the rear seat, noticed his rudder pedals were operating normally but could hear a noise coming from the front rudder pedals when moved. The pilots exited the glider and investigation confirmed there was a problem with the rudder pedal mechanism.					
Analysis An inspector subsequently removed the right-hand rudder pedal mechanism, cleaned and greased it, and returned the aircraft to service. However, it transpired the problem had not been resolved and a further investigation identified that grease on the left pedal pivot shaft (hinge) had been contaminated with dirt and was quite abrasive. The inspector thoroughly cleaned both front pedal pivot shafts, including the bushes in the pedals. The system was lubricated with graphite, and then reassembled and tested. No fault was found. The aircraft was returned to service.					

Date	17-Apr-2023	Region	NSWGA	SOAR Report Nbr	S-2196
Level 1	Operational	Level 2	Runway Events	Level 3	Runway incursion
A/C Model 1	Grob 109			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	Landing
				PIC Age	73
The Tourong motor glider had returned from a training flight and was landing on RWY 14. During the transition to the flare the instructor become aware that someone was wandering across the runway. After touch-down, the instructor initiated a ground loop and raised the right-hand wing. The pedestrian became aware of the glider and dropped to the ground. The raised left wing passed over the head of the pedestrian and the glider came to a halt. The glider was undamaged. The Club CFI advised the pedestrian was 'daydreaming' at the time, and he has issued a safety alert to all club members reminding them of the risks of entering active runways.					

Date	19-Apr-2023	Region	NSWGA	SOAR Report Nbr	S-2194
Level 1	Operational	Level 2	Aircraft Control	Level 3	Pilot Induced Oscillations
A/C Model 1	DG-1000S			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	Landing
				PIC Age	22
Under investigation. The student pilot was flying on their second solo flight. On late final the pilot flared too late and, in order to arrest the descent rate, pulled back hard on the control column. The glider struck the ground on the main and tail wheels and rebounded into the air. The pilot mishandled the subsequent pitch corrections causing the glider to bounce again before running out of energy and coming to rest.					

Date	20-Apr-2023	Region	VSA	SOAR Report Nbr	S-2202
Level 1	Operational	Level 2	Ground Operations	Level 3	Ground handling
A/C Model 1	DG-1000S			A/C Model 2	
Injury	Nil	Damage	Minor	Phase	Ground Ops
				PIC Age	
Under investigation. After moving that aircraft onto the runway and disconnecting it from the towing vehicle (golf buggy), the ground crew then turned the glider to align with the runway. The towing vehicle was left in situ and too close to the glider, so that as the glider was turned the port aileron struck the vehicle causing minor damage.					



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Date	23-Apr-2023	Region	SAGA	SOAR Report Nbr	S-2200
Level 1	Operational	Level 2	Miscellaneous	Level 3	Other Miscellaneous
A/C Model 1	Grob G 103 Twin II			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	In-Flight
				PIC Age	62
Under investigation. The Duty Instructor allowed an air Experience Instructor to conduct a pre-solo assessment flight and then sent the student solo. The Air Experience Instructor exceeded the privileges of their rating by allowing the student to conduct the take-off and landing.					

Date	29-Apr-2023	Region	SAGA	SOAR Report Nbr	S-2199
Level 1		Level 2		Level 3	
A/C Model 1	ASK21			A/C Model 2	Pawnee
Injury	Nil	Damage	Nil	Phase	Launch
				PIC Age	65

Date	29-Apr-2023	Region	VSA	SOAR Report Nbr	S-2208
Level 1	Operational	Level 2	Aircraft Control	Level 3	Hard landing
A/C Model 1	DG-400			A/C Model 2	
Injury	Nil	Damage	Substantial	Phase	Outlanding
				PIC Age	83
Under investigation. The pilot self-launched from RWY 18 and climbed under power towards the South. At a height of about 1,430 ft the pilot encountered lift averaging 8-9 kts on the vario, which under engine power suggested a thermal strength of 3-4 kts. The pilot turned into the thermal, turned off and retracted the engine and raised the undercarriage. The pilot did not find the core after two turns and flew towards a wispy cumulus cloud about 1.5 kms to the Southwest. After one turn searching for lift under the cloud and at 700 ft, the pilot then flew towards a more developed cumulus cloud about 2 kms to the South with the intention of starting the engine to get there. The pilot had "observed an apparently landable East/West paddock among the smaller hobby farm paddocks", so he lowered the undercarriage, extended the engine and turned on the ignition. The starter motor did not operate, and the pilot noticed that the "start" LED did not illuminate. The pilot suspected the engine had not extended fully but could not identify the problem. With the glider at about 400 ft above ground, the pilot was committed to 'straight-in' landing into the selected paddock. The pilot elected to focus on the outlanding and not manually retract the engine, as the L/D ratio with an extended "dead" engine was about 1:16. The pilot misjudged the approach and arrived too close to the East end of the paddock and too high to make a turn onto final. A tight 270-degree turn was made to the left to lose height, and the approach was made about 100 ft over the Northeast corner of the (600m long and 200m wide) paddock. As the pilot manoeuvred align with the paddock length, he instinctively opened the air brakes. However, this increased the descent rate markedly into the gently upward sloping paddock and slowed the aircraft down. The pilot immediately closed the airbrakes, but the aircraft stalled and dropped the right wing to the ground. The glider yawed to the right and touched down heavily and causing the undercarriage and tailwheel to collapse. The fuselage also suffered substantial damage.					



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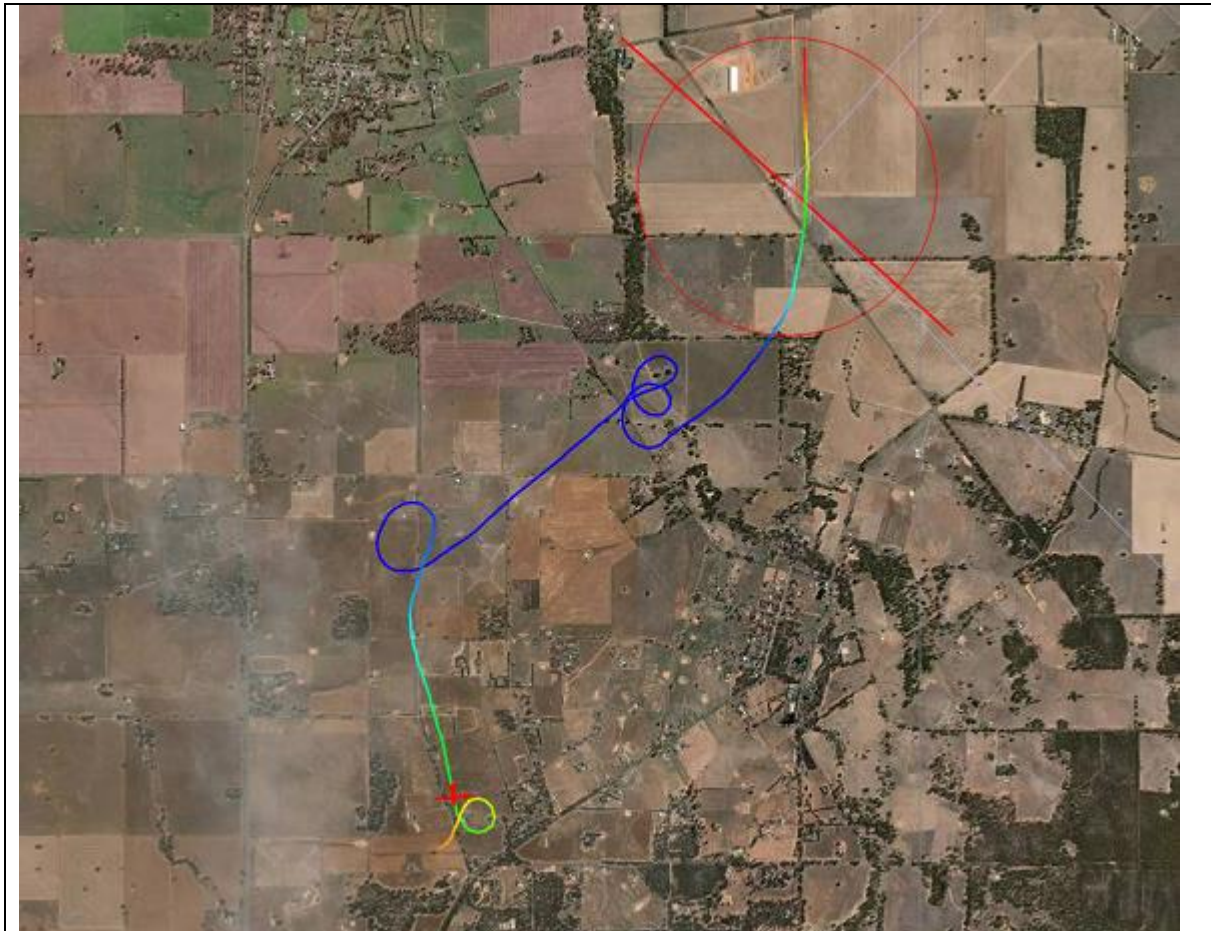
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Date	29-Apr-2023	Region	SAGA	SOAR Report Nbr	S-2201
Level 1	Operational	Level 2	Runway Events	Level 3	Runway incursion
A/C Model 1	Jabiru 170			A/C Model 2	Motor vehicle
Injury	Nil	Damage	Nil	Phase	Landing
				PIC Age	55

What Happened

An early solo student was driving a private vehicle to retrieve a glider that had recently landed. The vehicle moved slowly towards the airside area adjacent to the RWY 23 threshold. The driver of the vehicle failed to conduct an effective scan and thus did not see the aircraft on final approach to runway 23. The vehicle then crossed the runway, as the approaching aircraft was on short final. The approaching aircraft (Jabiru) initiated a go-around to avoid the conflict.

Analysis

The Jabiru aircraft was conducting circuit training to RWY 23. When on the short final, the flight instructor observed a vehicle enter the airside area adjacent to the RWY 23 threshold. The flight instructor believed that the vehicle would hold short of the RWY while the Jabiru landed. However, the vehicle continued onto the RWY directly in the path of the Jabiru to retrieve a glider that had landed earlier. The student flying the Jabiru called "going around", applied power and conducted a missed approach from about 50ft AGL. The student pilot then completed a normal circuit, followed by a full stop landing. After landing the flight Instructor spoke with both the duty tug pilot and duty instructor who had witnessed the incident from the ground. Investigation by the CFI identified that the vehicle driver entered the airside area adjacent to the runway 23 threshold, without taking sufficient time to conduct a scan for aircraft approaching. The vehicle



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driver was focussed on retrieving the glider that had just landed, and not enough attention to aircraft in the circuit. The duty instructor met with the vehicle driver and pointed out the importance of looking for aircraft on final. Especially the importance of conducting a targeted scan for aircraft. As the aircraft on final does not move significantly in the driver's field of view, the eyes' motion detection will not attract the viewers' attention. Therefore, the viewer needs to use the correct scanning technique to detect the aircraft approaching the runway. An additional contributing factor was the use of a private vehicle, in place of the normal golf cart. The private vehicle roof line can obstruct more of the field of view and require the driver to move their head to clearly see aircraft.

Safety Advice

To avoid runway infringements pilots should apply Threat and Error Management in their preparation to move vehicles around the airfield (e.g., identify the threats such as approaching aircraft). Drivers must also consider limitations of the human eye to detect items that do not appear to move in the persons field of view. To see an aircraft, you must focus your eye on the area where it is or may be. This means that you must look and focus then move to another area and look and focus.

Date	29-Apr-2023	Region	VSA	SOAR Report Nbr	S-2204
Level 1	Operational	Level 2	Flight Preparation/Navigation	Level 3	Other Flight Prep/Nav Issues
A/C Model 1	LS 4-a			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	Landing
				PIC Age	

Date	30-Apr-2023	Region	VSA	SOAR Report Nbr	S-2203
Level 1	Airspace	Level 2	Aircraft Separation	Level 3	Aircraft Separation Issues
A/C Model 1	LS 4-a			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	Thermalling
				PIC Age	

Date	6-May-2023	Region	GQ	SOAR Report Nbr	S-2206
Level 1	Airspace	Level 2	Aircraft Separation	Level 3	Collision
A/C Model 1	LS 8-18			A/C Model 2	ASW 20 B
Injury	Nil	Damage	Minor	Phase	In-Flight
				PIC Age	63

Under investigation. On the day of the accident, 10 gliders were competing in a local Grand Prix event and flying around a 150 km task. The task was a polygon with 5 turn points. The collision occurred in a thermal just after several gliders rounded the third turn point. The thermal was occupied by six gliders flying at similar heights. An LS 8-18 glider was the last to enter and, about halfway around its first turn, collided with an ASW 20B glider. Investigation is ongoing, but a review of the flight traces suggests the pilot of the LS 8-18 entered the thermal slightly below and possibly in a double-blind position with respect to the ASW 20B and stayed in this position until the moment of impact. If the pilots of both aircraft were in a position such that they could see the other, they did not, and this was possibly because they were looking at one or other glider in the thermal at the time. The pilot of the ASW 20B eventually noticed the other glider in close proximity, and the collision occurred when he took evasive action by rolling out of the turn. The gliders suffered no structural damage – the port aileron of glider the ASW 20B suffered a 150mm abrasion to the trailing edge, and the leading edge of the port wingtip of LS 8-18 suffered minor paint abrasion. Unfortunately, this is a known hazard in gliding competitions and Airprox events continue to occur despite pilots being trained in risk management for flying in proximity to other gliders. Since the introduction of



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Flarm, the incidence of actual collisions has dropped significantly. However, see-and-avoid remains the primary defence.

Date	13-May-2023	Region	GQ	SOAR Report Nbr	S-2209
Level 1	Operational	Level 2	Miscellaneous	Level 3	Rope/Rings Airframe Strike
A/C Model 1	Piper PA-25-235			A/C Model 2	DG-1000S
Injury	Nil	Damage	Substantial	Phase	Landing
				PIC Age	68

What Happened

During the landing approach to RWY 06 at Clifton ALA Qld the tow rope of the Pawnee tug struck the tail of a DG-1000S that was lined up immediately behind the threshold of runway 06. The glider was substantially damaged.

Analysis

The gliding club was utilising this regional aerodrome for the purpose of conducting outlanding training and cross country aerotow training including straight and level and descending on tow. Two tow planes were in service. Runway 06 was being used as the wind was 10 knots from the northeast. The DG 1000S was parked behind the 800-metre runway threshold near the runway markers and was occupied by a flight crew awaiting the other tug to provide a launch. The wingtip runner was also standing nearby, and the pilot of the other tug was waiting for the Pawnee on approach to land before entering the runway. Witnesses reported seeing the tow plane rather low on approach. The pilot in the other tow plane could see the incident unfolding and made a radio call to the Pawnee pilot to drop the rope, but by then it was too late. The witnesses heard power being applied just before the tow plane reached the aerodrome boundary and the tow plane passed directly over the glider at a height of about 50 feet. The tow rope, which was approximately 60 metres long with metal rings on the free end for attachment to the glider's tow assembly, caught on and wrapped around the port side of the glider's tailplane. The glider's tail was lifted, and the glider yawed 90 degrees to starboard. With the tailplane now parallel to the direction of the tug's flight, the rope slid free. The glider suffered substantial damage to the tailplane, elevator, fin and rudder (see photo).





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The club CFI reported that the runway width between the markers was 30 metres, and as there was no verge on which to land, the tow pilots had been briefed to approach high and land long. The tow pilot was a very experienced pilot, but he was lacking currency – having only flown 2 hours and 16 flights in the preceding 12 months. The tow pilot reported that he was not intending to fly the tug on the day as he lacked currency and hadn't flown that tug for some time. Nevertheless, he viewed this as *“a good opportunity to renew my recency”*. The tow pilot conducted four launches prior to the incident flight. On the last flight the pilot stated that he joined a long downwind behind a local private pilot who was concerned about the glider positioned on the threshold. The local pilot was advised to land long and did so successfully. The tow pilot stated *“I remember being concerned about my spacing from [the local aircraft] and making sure I didn't crowd [it] in the circuit. This put me on a longer final than I would have normally liked but it shouldn't have presented any problems. I could see the glider parked on the threshold of the runway and realised that I would need extra height over the threshold to clear it. I was well aware of the airfield elevation but on final approach I believe the upward slope of the runway gave me the impression I was higher than I actually was over the threshold. As I crossed the threshold, I felt a jerk and realised I had contacted something on the ground. As I taxied back, I realised what had happened and my world caved in!”* The club's Tugmaster conducted a training session with all the club's active tug pilots to highlight the lessons learnt from this incident.

Safety Advice

A 55-metre tow rope hangs about 40 feet below a tow plane at approach speeds, so tow pilots must ensure they manage the risk caused by the trailing rope and rings by allowing plenty of clearance over obstacles. They should also avoid landing over the top of parked gliders, and in this case the pilot could have approached on the clear side of the runway and then manoeuvred to align with the runway centreline after passing the gliding operation. If the pilot suspects they are coming in too low and are unsure about obstacle clearance, whether it be buildings, vehicles, parked or taxiing aircraft or people (especially people), they should drop the rope. When the rope is dropped, it loses forward momentum very quickly and ends up dropping almost vertically to the ground. When clubs are conducting remote operations, it is sound practice to conduct a risk assessment and ensure procedures are implemented to mitigate identified risks.

Regulatory note

This matter was listed in the summary of incidents that ATSB provides to CASA on a weekly basis. Occasionally CASA will seek further information from the operator, or from GFA if it involves a sailplane administered by GFA. In this case, CASA sought information from the operator as tow planes listed on the Australian Civil Aircraft Register are administered by CASA. After reviewing the report, an Officer of CASA advised that this accident may have resulted in a breach of REG 91.050 – 'Aircraft not to be operated in manner that creates a hazard'. This is a strict liability offense. Strict liability offences have been defined by statute as crimes not because the acts or omissions are morally wrong, but because of public policy. The law has set a standard of behaviour, and any breach in that standard of behaviour imposed by the statute will result in criminal liability even in the absence of any criminal intent. Strict liability offences regulate activities that pose potential harm to public health, public safety and public morals. These strict liability offenses are often prosecuted summarily as there is no requirement to prove criminal intent. It is sufficient for the prosecution to prove the fact of commission of the acts defined by law as a crime for strict criminal liability to attach. CASA was informed that the tow pilot was dealt with and counselled in accordance with the GFA's Complaints and Disciplinary procedures.

Date	13-May-2023	Region	VSA	SOAR Report Nbr	S-2214
Level 1	Airspace	Level 2	Aircraft Separation	Level 3	Aircraft Separation Issues
A/C Model 1	HORNET STOL			A/C Model 2	Cessna
Injury	Nil	Damage	Nil	Phase	In-Flight
				PIC Age	69



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Date	15-May-2023	Region	SAGA	SOAR Report Nbr	S-2210
Level 1	Airspace	Level 2	Aircraft Separation	Level 3	Near collision
A/C Model 1	Standard Libelle 201 B			A/C Model 2	MOONEY AIRCRAFT CORP M20J
Injury	Nil	Damage	Nil	Phase	In-Flight
				PIC Age	73

Date	19-May-2023	Region	NSWGA	SOAR Report Nbr	S-2211
Level 1	Operational	Level 2	Runway Events	Level 3	Runway incursion
A/C Model 1	Grob G 109			A/C Model 2	Cessna 172S
Injury	Nil	Damage	Nil	Phase	Landing
				PIC Age	55

Date	19-May-2023	Region	WAGA	SOAR Report Nbr	S-2212
Level 1	Operational	Level 2	Airframe	Level 3	Landing gear/Indication
A/C Model 1	LS 4			A/C Model 2	
Injury	Nil	Damage	Substantial	Phase	Landing
				PIC Age	49
The undercarriage collapsed on landing. Uncommanded retraction of LS type glider undercarriages is not uncommon and usually occur when the glider travels over rough ground or experiences a sudden jolt. To help prevent landing gear collapses, always follow the maintenance manual instructions at each annual inspection. Ensure there is adequate over-centre and that the gas strut is in good condition. A weak gas strut will allow the landing gear to collapse.					

Date	21-May-2023	Region	NSWGA	SOAR Report Nbr	S-2213
Level 1	Operational	Level 2	Aircraft Control	Level 3	Control issues
A/C Model 1	Piper Pawnee			A/C Model 2	SZD-50-3 Puchacz
Injury	Nil	Damage	Minor	Phase	Launch
				PIC Age	55
Under investigation. As the pilot applied power to commence an aerotow launch, the tow plane pitched forward and suffered a prop strike.					

Date	21-May-2023	Region	GQ	SOAR Report Nbr	S-2217
Level 1		Level 2		Level 3	
A/C Model 1	SF 25 C Falke			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	In-Flight
				PIC Age	68

Date	26-May-2023	Region	VSA	SOAR Report Nbr	S-2224
Level 1	Operational	Level 2	Crew and Cabin Safety	Level 3	Other Crew and Cabin Safety Issues
A/C Model 1	Zephyrus			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	In-Flight
				PIC Age	65
What Happened					



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While conducting spin entry and recovery manoeuvres during an instructor course, the course instructor in the front seat noticed on recovery that one lap and shoulder strap of the harness had come undone. The harness was resecured.

Analysis

The course instructor identified that the control column could contact the rotary control on the harness buckle when pulled fully back. When entering the spin, the movement of the control column fully back and across to the right resulted in the control column striking the rotary control causing it to move sufficiently to disengage the harness. The seat was moved further aft and the harness pulled tighter on subsequent flights, which resolved the issue.

Safety Advice

It is not unknown for seat belts to be opened when struck by a moving control column, so it is important that pilots ensure they have full and free control movement during the pre-take-off checks. If the control column can strike the harness buckle, the pilot should take appropriate measures to remove this risk.

Date	28-May-2023	Region	VSA	SOAR Report Nbr	S-2215
Level 1	Operational	Level 2	Miscellaneous	Level 3	Rope break/Weak link failure
A/C Model 1	Piper PA-25-160			A/C Model 2	IS-28B2
Injury	Nil	Damage	Nil	Phase	Launch
PIC Age					
Under investigation. At about 200ft during an aerotow launch the tow rope departed and the gliding instructor conducted an off-field landing.					

Date	1-Jun-2023	Region	NSWGA	SOAR Report Nbr	S-2219
Level 1	Airspace	Level 2	Aircraft Separation	Level 3	Near collision
A/C Model 1	Grob G 109			A/C Model 2	Cessna 172S
Injury	Nil	Damage	Nil	Phase	Thermalling
PIC Age					
55					

Date	4-Jun-2023	Region	NSWGA	SOAR Report Nbr	S-2221
Level 1	Airspace	Level 2	Aircraft Separation	Level 3	Near collision
A/C Model 1	KR-03A Puchatek			A/C Model 2	Helicopter 206
Injury	Nil	Damage	Nil	Phase	Landing
PIC Age					
Under investigation. During winch gliding operations, the crew of a glider observed a helicopter flying inside the circuit at approximately 600 ft AGL. The pilot flying the glider took evasive action by extending the airbrakes to provide vertical separation from the helicopter. Multiple Attempts to contact the helicopter pilot on both the CTAF and Area Frequency were unsuccessful. The Club CFI contacted the Chief Pilot of the helicopter operator and was informed "that they are an emergency service and cannot afford the time that (diverting to avoid the circuit) would entail."					



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Date	4-Jun-2023	Region	GQ	SOAR Report Nbr	S-2225
Level 1	Technical	Level 2	Systems	Level 3	Other Systems Issues
A/C Model 1	Twin Astir			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	Launch
				PIC Age	59

Date	7-Jun-2023	Region	GQ	SOAR Report Nbr	S-2222
Level 1	Operational	Level 2	Miscellaneous	Level 3	Other Miscellaneous
A/C Model 1	Cessna 150G			A/C Model 2	ASK 21
Injury	Nil	Damage	Nil	Phase	Launch
				PIC Age	

Date	12-Jun-2023	Region	VSA	SOAR Report Nbr	S-2227
Level 1	Operational	Level 2	Miscellaneous	Level 3	Other Miscellaneous
A/C Model 1	American Champion Aircraft Corp 8GCBC Scout			A/C Model 2	
Injury	Nil	Damage	Nil	Phase	In-Flight
				PIC Age	56

What Happened

A report was received advising a GFA member flying an American Champion Scout conducted a low-level pass diagonally over the cross-strip at a Regional aerodrome and then did a steep climbing turn on departure.



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Analysis

Gliding Operations were being conducted from RWY 12 Bitumen. Several witnesses observed the Scout taxi to RWY 04 and heard the pilot make a standard departure call. The pilot conducted a normal take-off but was observed shortly thereafter descending from the Northeast at what appeared to be a few hundred feet. The Scout continued to descend and then crossed the runway cross-strips diagonally above the Windssock at approximately 50 feet AGL. As the aircraft crossed, it climbed in a steep bank to the right heading Northeast and then continued to track on climb. Two witnesses reported the Scout's wingtip came within 2 metres of the ground during the turn. The gliding club CFI subsequently spoke with the pilot, who acknowledged that it was the wrong thing to do and advised that it wouldn't happen again.

Date	9-Jul-2023	Region		GQ	SOAR Report Nbr	S-2226
Level 1	Airspace	Level 2		Aircraft Separation	Level 3	Aircraft Separation Issues
A/C Model 1		Duo Discus		A/C Model 2	737 MAX 8	
Injury	Nil	Damage	Nil	Phase	In-Flight	PIC Age 76
Under investigation. Shortly after releasing from aerotow on a training flight, and about 2 NMs South of the aerodrome, the glider pilots received a radio call from the ground alerting them to the presence of a Boeing 737 passing immediately South of the aerodrome on approach to Wellcamp airport. The glider crew eventually sighted the airliner about 2500ft higher and determined it was not a threat. The Duty instructor, who was flying in the glider at the time, was aware RPT traffic was expected but did not hear any of the usual radio calls announcing the approach of the airliner.						



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Level 1	Level 2	Level 3	Definition
Airspace	Aircraft Separation	Collision	An aircraft collides with another aircraft either airborne or on the runway strip, or a vehicle or person on the runway strip.
Airspace	Aircraft Separation	Issues	Airspace - Aircraft separation occurrences not specifically covered elsewhere.
Airspace	Aircraft Separation	Near collision	An aircraft comes into such close proximity with another aircraft either airborne or on the runway strip, or a vehicle or person on the runway strip, where immediate evasive action was required or should have been taken. (a) En-route (b) Thermalling (c) Circuit
Airspace	Airspace Infringement	Airspace Infringement	Where there is an unauthorised entry of an aircraft into airspace for which a clearance is required.
Airspace	Other	Other Airspace Events	Airspace occurrences not specifically covered elsewhere.
Consequential Events	Ditching	Ditching	When an aircraft is forced to land on water.
Consequential Events	Diversion / Return	Diversion / Return	When an aircraft does not continue to its intended destination, but either returns to the departure aerodrome or lands at an alternative aerodrome.
Consequential Events	Emergency / Precautionary descent	Emergency / Precautionary descent	Emergency descent - Circumstances that require the flight crew to initiate an immediate high rate descent to ensure the continued safety of the aircraft and its occupants.
Consequential Events	Emergency evacuation	Emergency evacuation	When crew and/or passengers vacate an aircraft in situations other than normal and usually under the direction of the operational crew.
Consequential Events	Forced / Precautionary landing	Forced / Precautionary landing	Forced landing – Circumstances under which an aircraft can no longer sustain normal flight and must land regardless of the terrain. Precautionary landing - A landing made as a precaution when, in the judgement of flight crew, a hazard exists with continued flight.
Consequential Events	Low Circuit	Low Circuit	Any occasion where a pilot flies a Low Circuit that was potentially hazardous.
Consequential Events	Other	Other Consequential Events	Consequential events not specifically covered elsewhere.
Environment	Weather	Icing	Any icing issue that affects the performance of an aircraft.
Environment	Weather	Lightning strike	The aircraft is struck by lightning.
Environment	Weather	Other Weather Events	Weather occurrences not specifically covered elsewhere.
Environment	Weather	Turbulence/Windshear/Microburst	Aircraft performance and/or characteristics are affected by turbulence, windshear or a microburst.
Environment	Weather	Unforecast weather	Operations affected by weather conditions that were not forecast or not considered by the flight crew.
Environment	Wildlife	Animal strike	A collision between an aircraft and an animal.
Environment	Wildlife	Birdstrike	A collision between an aircraft and a bird.
Environment	Wildlife	Other Wildlife Events	Wildlife related occurrences not specifically covered elsewhere.
Operational	Aircraft Control	Airframe overspeed	The airspeed limit has been exceeded for the current aircraft configuration as published in the aircraft manual.
Operational	Aircraft Control	Control issues	The flight crew encounter minor aircraft control difficulties while airborne or on the ground.
Operational	Aircraft Control	Hard landing	Damage occurs during the landing.
Operational	Aircraft Control	Incorrect configuration	An aircraft system is incorrectly set for the current and/or intended phase of flight.
Operational	Aircraft Control	In-flight break-up	The aircraft sustained an airborne structural failure or damage to the airframe, to the extent that continued flight is no longer possible.
Operational	Aircraft Control	Loss of control	When control of the aircraft is lost or there are significant difficulties controlling the aircraft either airborne or on the ground.
Operational	Aircraft Control	Other Control Issues	Aircraft control occurrences not specifically covered elsewhere.
Operational	Aircraft Control	Pilot Induced Oscillations	Any PIO occurrence occasioning damage.
Operational	Aircraft Control	Stall warnings	Any cockpit warning or alert that indicates the aircraft is approaching an aerodynamic stall.
Operational	Aircraft Control	Wheels up landing	An aircraft contacts the intended landing area with the landing gear retracted.

Operational	Aircraft Loading	Loading related	The incorrect loading of an aircraft that has the potential to adversely affect any of the following: a) the aircraft's weight; b) the aircraft's balance; c) the aircraft's structural integrity; d) the aircraft's performance; e) the aircraft's flight characteristics.
Operational	Aircraft Loading	Other Loading Issues	Aircraft loading occurrences not specifically covered elsewhere.
Operational	Airframe	Doors/Canopies	When a door or canopy, or its component parts, has failed or exhibited damage.
Operational	Airframe	Furnishings & fittings	An internal aircraft furnishing or fitting, including its component parts, has failed or exhibited damage.
Operational	Airframe	Fuselage/Wings/Empennage	Damage to the fuselage, wings, or empennage not caused through collision or ground contact.
Operational	Airframe	Landing gear/Indication	When the landing gear or its component parts (including indications), has failed or exhibited damage.
Operational	Airframe	Objects falling from aircraft	Objects inadvertently falling from or detaching from an aircraft.
Operational	Airframe	Other Airframe Issues	Technical - Airframe occurrences not specifically covered elsewhere.
Operational	Airframe	Windows	A window or a component part has failed or exhibited damage.
Operational	Communications	Other Communications Issues	Communications occurrences not specifically covered elsewhere.
Operational	Communications	Transponder related	The incorrect setting of a code and/or usage of transponder equipment.
Operational	Crew and Cabin Safety	Cabin injuries	A cabin crew member or passenger has suffered an illness or injury.
Operational	Crew and Cabin Safety	Flight crew incapacitation	A Flight Crew member is restricted to nil or limited duties as a result of illness or injury.
Operational	Crew and Cabin Safety	Inter-crew communications	Relates specifically to a loss, or breakdown, of communication between flight crew or associated ground staff.
Operational	Crew and Cabin Safety	Other Crew and Cabin Safety Issues	Cabin safety occurrences not specifically covered elsewhere.
Operational	Crew and Cabin Safety	Passenger related	Where the actions of a passenger adversely or potentially affects the safety of the aircraft.
Operational	Crew and Cabin Safety	Unrestrained objects	When objects are not appropriately restrained for the aircraft operation or phase of flight.
Operational	Fire Fumes and Smoke	Fire	Any fire that has been detected and confirmed in relation to an aircraft operation.
Operational	Fire Fumes and Smoke	Fumes	When abnormal fumes or smells are reported on board the aircraft.
Operational	Fire Fumes and Smoke	Smoke	When smoke is reported to be emanating from: a) inside the aircraft; or b) an external component of the aircraft.
Operational	Flight Preparation/Navigation	Aircraft preparation	Errors or omissions during the planning and/or pre-flight phase that affect or may affect aircraft safety in relation to: a) the aircraft's weight; b) the aircraft's balance; c) the aircraft's structural integrity; d) the aircraft's performance; e) the aircraft's flight characteristics.
Operational	Flight Preparation/Navigation	Lost / Unsure of position	When flight crew are uncertain of the aircraft's position and/or request assistance from an external source.
Operational	Flight Preparation/Navigation	Other Flight Preparation/Navigation Issues	Navigation - Flight planning occurrences not specifically covered elsewhere.
Operational	Flight Preparation/Navigation	VFR into IMC	An aircraft operating under the Visual Flight Rules enters Instrument Meteorological Conditions.
Operational	Fuel Related	Contamination	When the presence of a foreign substance is found in fuel.
Operational	Fuel Related	Exhaustion	When the aircraft has become completely devoid of useable fuel.
Operational	Fuel Related	Leaking or Venting	Relates specifically to the unplanned loss of fuel from a fuel tank or fuel system.
Operational	Fuel Related	Low fuel	The aircraft's supply of fuel becoming so low (whether or not the result of a technical issue) that the safety of the aircraft is compromised.
Operational	Fuel Related	Other Fuel Related Issues	Fuel related occurrences not specifically covered elsewhere.

Operational	Fuel Related	Starvation	When the fuel supply to the engine(s) is interrupted, but there is still usable fuel on board the aircraft.
Operational	Ground Operations	Foreign Object Damage/Debris	Any loose objects on an aerodrome have caused, or have the potential to cause, damage to an aircraft.
Operational	Ground Operations	Ground handling	Any ground handling and aircraft servicing that caused, or has the potential to cause injury or damage to a stationary aircraft.
Operational	Ground Operations	Jet blast/Prop/Rotor wash	Any air disturbance from a ground-running aircraft propeller, rotor or jet engine that has caused, or has the potential to cause, injury or damage to property.
Operational	Ground Operations	Other Ground Ops Issues	Ground operation occurrences not specifically covered elsewhere.
Operational	Ground Operations	Taxiing collision/near collision	An aircraft collides, or has a near collision, with another aircraft, terrain, person or object on the ground or on water during taxi.
Operational	Miscellaneous	Missing aircraft	The aircraft is reported as missing.
Operational	Miscellaneous	Other Miscellaneous	Miscellaneous occurrences not specifically covered elsewhere in this manual.
Operational	Miscellaneous	Rope break/Weak link failure	Towplane separation incident necessitating a modified circuit.
Operational	Miscellaneous	Rope/Rings airframe strike	Airframe struck by launch cable or rings. Includes entanglement with rope.
Operational	Miscellaneous	Warning devices	Situations in which an aural or visual aircraft warning device activates to alert the flight crew to a situation requiring immediate or prompt corrective action.
Operational	Miscellaneous	Winch Performance Issue	Any incident caused by poor winch performance, such as power failure, or mechanical reasons.
Operational	Runway Events	Depart/App/Land wrong runway	An aircraft that: a) takes off b) lands, c) attempts to land from final approach d) operates in the circuit at, to or from an area other than that authorised or intended for landing or departure
Operational	Runway Events	Other Runway Events	Runway event occurrences not specifically covered elsewhere.
Operational	Runway Events	Runway excursion	An aircraft that veers off the side of the runway or overruns the runway threshold.
Operational	Runway Events	Runway incursion	The incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft.
Operational	Runway Events	Runway undershoot	Any aircraft attempting a landing and touches down prior to the threshold.
Operational	Terrain Collisions	Collision with terrain	Any collision between an airborne aircraft and the ground, water or an object, where the flight crew were aware of the terrain prior to the collision.
Operational	Terrain Collisions	Controlled flight into terrain (CFIT)	When a serviceable aircraft, under flight crew control, is inadvertently flown into terrain, obstacles or water without either sufficient or timely awareness by the flight crew to prevent the collision.
Operational	Terrain Collisions	Ground strike	When part of the aircraft drags on, or strikes, the ground or water.
Operational	Terrain Collisions	Wirestrike	When an aircraft strikes a wire, such as a powerline, telephone wire, or guy wire, during normal operations.
Technical	Powerplant/Propulsion	Abnormal Engine Indications	A visual or cockpit warning that indicates an engine is malfunctioning or operating outside normal parameters.
Technical	Powerplant/Propulsion	Engine failure or malfunction	An engine malfunction that results in a total engine failure, a loss of engine power or is rough running.
Technical	Powerplant/Propulsion	Other Powerplant/Propulsion Issues	Powerplant / Propulsion occurrences not specifically covered elsewhere.
Technical	Powerplant/Propulsion	Propeller malfunction	The failure or malfunction of an aircraft propeller or its associated components.
Technical	Powerplant/Propulsion	Transmission & Gearboxes	The failure or malfunction of an aircraft transmission/gearbox and/or its associated components.

Technical	Systems	Avionics/Flight instruments	The partial or complete loss of normal functioning of the avionics system or its components.
Technical	Systems	Electrical	The partial or complete loss of normal functioning of the aircraft electrical system.
Technical	Systems	Flight controls	The partial or complete loss of normal functioning of a primary or secondary flight control system.
Technical	Systems	Fuel	The partial or complete loss of normal functioning of the fuel system.
Technical	Systems	Hydraulic	The partial or complete loss of the hydraulic system.
Technical	Systems	Other Systems Issues	Technical - Systems occurrences not specifically covered elsewhere.