

1. LOCATION OF OCCURRENCE

3 miles south of Talbingo, N.S.W.	Height a.m.s.l. (ft) 4400 feet	Date 16.1.69	Time (Local) 1400	Zone EST
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2. THE AIRCRAFT

Make and Model ES57 "Kingfisher" Glider	Registration VH-GNW	Certificate of Airworthiness	Valid from 16.2.64	Valid to 15.2.67
Registered Owner A.J. Fisher, 7 Harris Street, Corryong, VIC.	Operator A.J. Fisher, 7 Harris Street, Corryong, VIC.	Degree of damage to aircraft Substantial		
Defects discovered				
Other property damaged				

3. THE FLIGHT

Last or intended departure point Big Talbingo Mountain	Time of departure 1400	Next point of intended landing Talbingo Airstrip	Purpose of flight Slope Soaring	Class of operation Private
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Arthur John FISHER	Pilot	39	"C" Gliding Certificate	45 hours	170 hours	Serious

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

Name	Status	Degree of injury	Name	Status	Degree of injury

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

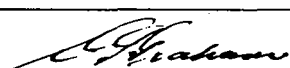
Regulation or Order No.	Nature of contravention
A.N.R. 108(1)(b)	The aircraft was flown without a valid certificate of airworthiness. The glider had been involved in an accident and had been repaired and was subject to recertification procedures. Although there was no evidence that it was other than airworthy, a certificate of airworthiness had not been issued.

RELEVANT EVENTS

The pilot and an assistant had rigged a launching device which utilized a bungee assembly of motor tyre tubes, and a vehicle and cable to launch a glider over the slope of Big Talbingo Mountain. It was intended that when the glider was released, sustained acceleration was to be obtained by the vehicle and cable moving away from the glider. The weather conditions were favourable with the glider facing into a wind of 10-15 knots. The assistant positioned the vehicle such that the slack in the system was taken up before he spoke to the pilot who was now in the cockpit and who briefed him again on the required procedure. The vehicle was driven away, stretching the bungee assembly, but at a speed too slow to sustain acceleration of the glider after automatic release. The pilot was aware of the situation, but was committed to the launch and when further movement of the vehicle automatically released the cable retaining the glider, the launch commenced and the glider moved forward without continuing to accelerate and rolled over the edge of the clearing. The left wing dropped and the aircraft continued to sink until it struck the rocky cliff face. The launching system, modified from one used previously by the pilot, was untried and the procedures to be used had not been practised.

8. OPINION AS TO CAUSE

The cause of the accident was that arising from the employment of an inadequate launch system the aircraft was launched at a speed too low to sustain flight.

Report approved 	(D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 22.6.1970
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