



National Transportation Safety Board Aviation Accident Final Report

Location:	KINGSTON, GA	Accident Number:	ATL93LA067
Date & Time:	04/01/1993, 1330 EST	Registration:	N792G
Aircraft:	Burkhart Grob G102	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING A TOWED TAKE OFF, THE TOW PLANE LOST ENGINE POWER AND THE TOW PILOT RELEASED THE GLIDER. THE GLIDER PILOT ALSO RELEASED THE TOW LINE, THEN BEGAN A LEFT TURN TO PROVIDE ENOUGH ROOM TO MAKE A RIGHT TURN BACK TO THE RUNWAY. HE STATED THAT, DURING THE RIGHT TURN BACK TO THE RUNWAY, THE NOSE FELL AND THE GLIDER IMPACTED THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's attempted return to the departure runway that resulted in a stall at an altitude that was too low to permit recovery.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

1. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
2. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On April 1, 1993, at about 1330 eastern standard time, a Grob 102, N792G, collided with the ground during a forced landing at Kingston, Georgia. The glider was registered to and operated by Atlanta Soaring Club, Inc. under 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed. A flight plan was not filed for the personal flight. There were minor injuries to the private pilot, while the glider was substantially damaged. The flight was originating at the time.

During a towed take off, the tow plane's engine lost power. The tow pilot released the glider at about 150 feet above the ground. The glider pilot stated that he released the tow rope, then turned left to provide room to make a right turn back to the runway. According to the glider pilot, during the right turn the "nose fell & I hit the ground." The tow pilot's diagram of the airstrip depicted an open field to the east of the runway. He stated that it was his planned emergency landing site when the engine lost power.

Subsequently, the tow pilot discovered that the fuel shut-off valve had been partially closed. The position of the fuel shut-off valve resulted in a loss of power until the throttle was reduced.

Pilot Information

Certificate:	Private	Age:	32, Male
Airplane Rating(s):	None	Seat Occupied:	Center
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	123 hours (Total, all aircraft), 79 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Burkhart Grob	Registration:	N792G
Model/Series:	G102 G102	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	5629
Landing Gear Type:	Hull	Seats:	1
Date/Type of Last Inspection:	12/01/1992, Annual	Certified Max Gross Wt.:	838 lbs
Time Since Last Inspection:	21 Hours	Engines:	0 Unknown
Airframe Total Time:	1208 Hours	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	ATLANTA SOARING CLUB	Rated Power:	
Operator:	ATLANTA SOARING CLUB	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MGE, 1100 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1355 EST	Direction from Accident Site:	150°
Lowest Cloud Condition:	Unknown / 5000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 5000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17° C / 4° C
Precipitation and Obscuration:			
Departure Point:	(ETO)	Type of Flight Plan Filed:	None
Destination:	(ETO)	Type of Clearance:	None
Departure Time:	1330 EST	Type of Airspace:	Class G

Airport Information

Airport:	ETOWAH BEND (ETO)	Runway Surface Type:	Grass/turf
Airport Elevation:	600 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3800 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS,	Report Date:	09/26/1994
Additional Participating Persons:	HURLEY A PERRY; COLLEGE PARK, GA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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