



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MIDLOTHIAN, TX	<b>Accident Number:</b>	FTW87LA065
<b>Date &amp; Time:</b>	02/01/1987, 1615 CST	<b>Registration:</b>	N228BG
<b>Aircraft:</b>	Burkhart Grob 103A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE ACFT WAS SUBSTANTIALLY DAMAGED WHEN THE LEFT WING STRUCK A 4 INCH DIAMETER POST ON LANDING. THE PLT STATED THAT HE DECIDED THAT DUE TO A CROSSWIND, HE WOULD LAND DIAGONALLY ACROSS THE NORTH/SOUTH RWY THAT WAS MOWED IN THE MIDDLE OF A LARGE OPEN FIELD WHICH SERVED AS A GLIDERPORT. WITH THE EXCEPTION OF THE MOWED STRIP, THE REST OF THE FIELD WAS COVERED WITH HIGH WEEDS THAT OBSTRUCTED THE POST FROM THE PLT'S VISION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
2. (C) VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
3. (F) FACILITY INADEQUATE - AIRPORT PERSONNEL
4. (C) OBJECT - FENCE
5. (C) TERRAIN CONDITION - HIGH VEGETATION
6. (C) JUDGMENT - POOR - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Unknown Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	403 hours (Total, all aircraft), 84 hours (Total, this make and model), 11 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Burkhart Grob	<b>Registration:</b>	N228BG
<b>Model/Series:</b>	103A 103A	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Aerobatic	<b>Serial Number:</b>	33995K228
<b>Landing Gear Type:</b>	Hull	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1276 lbs
<b>Time Since Last Inspection:</b>	174 Hours	<b>Engines:</b>	0 Unknown
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	GEORGE MCMANUE	<b>Rated Power:</b>	
<b>Operator:</b>	GEORGE MC MANUS	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	18 knots / 22 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	225°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1547 CST	Type of Airspace:	Class E

## Airport Information

Airport:	TSA GLIDERPORT (TA11)	Runway Surface Type:	Grass/turf
Airport Elevation:	810 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	4000 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	WARREN V WANDEL	Report Date:	03/10/1988
Additional Participating Persons:	BILLY WICKHAM; DALLAS, TX		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).