



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | MIDLOTHIAN, TX | Accident Number: | FTW87LA065 |
| Date & Time: | 02/01/1987, 1615 CST | Registration: | N228BG |
| Aircraft: | Burkhart Grob 103A | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

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

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

Findings

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

Pilot Information

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|----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|------|
| Certificate: | Private | Age: | |
| Airplane Rating(s): | None | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | Glider | Instructor Rating(s): | None |
| Flight Time: | 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

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|---------------------------------------|--------------------------------------|-----------------------------|-----------|
| Aircraft Make: | Burkhart Grob | Registration: | N228BG |
| Model/Series: | 103A 103A | Engines: | 0 Unknown |
| Operator: | GEORGE MC MANUS | Engine Manufacturer: | |
| Operating Certificate(s) Held: | None | Engine Model/Series: | |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|-----------------------------------------|-------------------|-------------------------------------|---------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Pilot |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | 18 knots / 22 knots, 225° |
| Temperature: | | Visibility | 15 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Destination: | |

Airport Information

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|-----------------------------|-----------------------|----------------------------------|------------|
| Airport: | TSA GLIDERPORT (TA11) | Runway Surface Type: | Grass/turf |
| Runway Used: | 18 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 4000 ft | | |

Wreckage and Impact Information

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

Administrative Information

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| Investigator In Charge (IIC): | WARREN V WANDEL | Adopted Date: | 03/10/1988 |
| 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.nts.gov/pubdms/ . | | |

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.