National Transportation Safety Board
Aviation Accident Data Summary

Location:	Oso, WA	**Accident Number:**	SEA04LA063A
Date & Time:	04/01/2004, 1700 PST	**Registration:**	N161D
Aircraft:	Glasflugel STD Libelle 201B	**Injuries:**	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

While flying in trail along a ridgeline at the same altitude, the pilot of the Glaser-Dirks (lead glider) made a left turn, while the pilot of the Glasflugel (trailing glider) remained on course over the ridgeline. The Glasflugel pilot reported that he recalled that the Glaser-Dirks was at his 10:00 position when he encountered turbulence and he looked down to check his airspeed. When he looked back up, he lost sight of the Glaser-Dirks and assumed that he had rolled out to run the ridgeline to the south. The Glasflugel pilot continued along the ridgeline to the north when the Glaser-Dirks pilot transmitted to the Glasflugel pilot to "watch out/it." The Glasflugel pilot looked around to his left and spotted the other glider about 80 feet away at his 8:00 position and converging at the same altitude. The Glasflugel pilot reacted by making a right banking turn. During this maneuver, the left wing tip of the Glasflugel glider came up under the right wing of the Glaser-Dirks glider. The left wing tip of the Glasflugel contacted the underside of the right wing of the Glaser-Dirks about 13 feet 5 inches outboard of the wing root resulting in the outboard section of the right wing separating in flight. The pilot of the Glaser-Dirks was fatally injured, while the pilot of the Glasflugel was able to bail-out and deploy his parachute.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot of the Glaser-Dirks (lead glider) failure to maintain clearance form the Glasflugel (trailing glider) resulting in a mid-air collision while maneuvering.

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: MANEUVERING

Findings
1. (C) CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Pilot Information

Certificate:	Private	**Age:**	24
Airplane Rating(s):	None	**Instrument Rating(s):**	None
Other Aircraft Rating(s):	Glider	**Instructor Rating(s):**	None
Flight Time:	72 hours (Total, all aircraft), 13 hours (Total, this make and model), 35 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Glasflugel	**Registration:**	N161D
Model/Series:	STD Libelle 201B	**Engines:**	
Operator:	Paul J. Adriance	**Engine Manufacturer:**	
Air Carrier Operating Certificate:	None	**Engine Model/Series:**	
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	AWO, 137 ft msl	**Weather Information Source:**	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	**Lowest Ceiling:**	None
Condition of Light:	Day	**Wind Speed/Gusts, Direction:**	8 knots, 310°
Temperature:	12°C / 2°C	**Visibility**	10 Miles
Precipitation and Obscuration:			
Departure Point:	Arlington, WA (AWO)	**Destination:**	

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

Administrative Information

Investigator In Charge (IIC):	Debra J Eckrote	**Adopted Date:**	09/29/2004
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.ntsb.gov/pubdms/.		

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