



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Freehold, NY	<b>Accident Number:</b>	ATL07CA101
<b>Date &amp; Time:</b>	07/01/2007, 1230 EDT	<b>Registration:</b>	N42CA
<b>Aircraft:</b>	Schempp-Hirth Discus-CS	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Glider Tow		

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## Analysis

The pilot stated that the takeoff was normal. His glider and the tow plane were on the initial climb out. During the climb they began to encounter heavy turbulence. At 200 feet AGL he continued to encounter heavy turbulence and bumped his head twice against the canopy. He inadvertently hit the release cable handle at a low altitude, and disconnected from the tow plane. He attempted to return to the airport and collided with trees after losing lift. The pilot did not report any flight control anomalies with the glider.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent activation of the tow release handle at a low altitude following an encounter with turbulence.

## Findings

Occurrence #1: MISCELLANEOUS/OTHER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. WEATHER CONDITION - TURBULENCE
2. (C) GLIDER/TOW RELEASE - INADVERTENT ACTIVATION - PILOT IN COMMAND

Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

3. OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	104 hours (Total, all aircraft), 18 hours (Total, this make and model), 50 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Schempp-Hirth	<b>Registration:</b>	N42CA
<b>Model/Series:</b>	Discus-CS	<b>Engines:</b>	0
<b>Operator:</b>	Paul F. Quinn	<b>Engine Manufacturer:</b>	
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Glider Tow		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KALB, 285 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	10 knots/ 14 knots, 350°
<b>Temperature:</b>	19°C / 8°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Freehold, NY (115)	<b>Destination:</b>	Freehold, NY (115)

## Airport Information

<b>Airport:</b>	FREEHOLD (NY21)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	30	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2275 ft / 22 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eric H Alleyne	<b>Adopted Date:</b>	10/31/2007
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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> .		

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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.