



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Hilltown, PA	<b>Accident Number:</b>	ERA12LA455
<b>Date &amp; Time:</b>	07/13/2012, 1530 EDT	<b>Registration:</b>	N5448G
<b>Aircraft:</b>	BURKHART GROB G 103 TWIN II	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

The flight instructor-in-command was in the rear seat, and the flight instructor receiving instruction was in the front seat for flight instructor winch-launch glider training. The two pilots had flown multiple launches earlier that day, with each flight preceded by a briefing. After practicing recoveries from simulated rope breaks at 400 feet and 10 feet above ground level (agl), the intent for the accident flight was to simulate a rope break at 200 feet agl, which the flight instructor-in-command expected would result in a straight-ahead landing. The ground roll, takeoff, and transition to climb were “normal,” and the flight instructor in command pulled the release lever about 150 feet agl. The flight instructor receiving instruction nosed the glider over, and established a wings-level airspeed of about 54 knots. However, instead of landing straight ahead, the flight instructor receiving instruction turned the glider to the right, then to the left, and attempted to land opposite the direction of takeoff. There was insufficient altitude to complete the maneuver, and the glider impacted trees. The flight instructor-in-command could not remember the latter part of the flight due to head trauma, but the flight instructor receiving instruction stated that the flight instructor in command did not take control of the glider at any time before impact. Neither pilot reported any preexisting mechanical anomalies that would have precluded the glider’s normal operation.

## Flight Events

- Initial climb - Glider tow event
- Initial climb - Simulated/training event
- Initial climb - Attempted remediation/recovery
- Maneuvering - Controlled flight into terr/obj (CFIT)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The improper decision of the flight instructor receiving instruction to attempt a course reversal rather than land straight ahead following a simulated low-level rope break, and the inadequate remedial action of the flight instructor-in-command for allowing him to do so.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Descent/approach/glide path-Not attained/maintained - C  
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Altitude-Attain/maintain not possible

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C  
Personnel issues-Action/decision-Action-Incomplete action-Instructor/check pilot - C

## Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	65
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	Glider
<b>Flight Time:</b>	1600 hours (Total, all aircraft), 249 hours (Total, this make and model), 1587 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Student Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial; Flight Engineer	<b>Age:</b>	67
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	Glider
<b>Flight Time:</b>	15990 hours (Total, all aircraft), 390 hours (Total, this make and model), 8900 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BURKHART GROB	<b>Registration:</b>	N5448G
<b>Model/Series:</b>	G 103 TWIN II	<b>Engines:</b>	0
<b>Operator:</b>	PHILADELPHIA GLIDER COUNCIL INC	<b>Engine Manufacturer:</b>	
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DYL, 394 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 260°
<b>Temperature:</b>	30° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Hilltown, PA (OPA0)	<b>Destination:</b>	Hilltown, PA (OPA0)

## Airport Information

<b>Airport:</b>	Philadelphia Gliderport (OPA0)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	25	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2450 ft / 300 ft		

## Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	40.328333, -75.241667 (est)		

## Administrative Information

Investigator In Charge (IIC):	Paul R Cox	Adopted Date:	09/12/2013
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=84330">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=84330</a>		

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