



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Aguila, AZ | Accident Number: | WPR14FA181 |
| Date & Time: | 05/03/2014, 1210 MST | Registration: | N22DA |
| Aircraft: | AERO TEK INC. ZUNI | Injuries: | 1 Fatal |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

The glider was being towed, and just after takeoff, at 100 ft above ground level, the glider separated prematurely from the tow cable. Shortly thereafter, the glider impacted the ground. Examination of the accident site revealed that the glider struck terrain east of the runway at a high-impact angle consistent with a loss of control. Due to the low altitude at which the separation occurred, the glider pilot had limited time and opportunity to successfully land the glider off airport.

Postaccident examination of the glider's release system revealed that it was missing a spring, which likely resulted in the cable not engaging in the detent and caused the premature release from the tow line. Further examination of the glider did not reveal any additional evidence of a mechanical malfunction that would have precluded normal operation.

Flight Events

Initial climb - Glider tow event
Initial climb - Loss of control in flight
Initial climb - Aerodynamic stall/spin

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inability to maintain control of the glider after the tow cable separated prematurely due to an incomplete engagement of the cable in the control tow release system due to a missing spring.

Findings

Aircraft-Fluids/misc hardware-Misc hardware-(general)-Not serviced/maintained - C

Pilot Information

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|----------------------------------|--|------------------------------|----------|
| Certificate: | Commercial | Age: | 61 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land; Single-engine Sea | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | Glider | Instructor Rating(s): | None |
| Flight Time: | (Estimated) 867 hours (Total, all aircraft), 25.9 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|------------------------------------|--------------------------------------|----------------------|-------|
| Aircraft Manufacturer: | AERO TEK INC. | Registration: | N22DA |
| Model/Series: | ZUNI NO SERIES | Engines: | |
| Operator: | On file | Engine Manufacturer: | NONE |
| Air Carrier Operating Certificate: | None | Engine Model/Series: | NONE |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|----------------------------------|----------------------------------|------------------------------|------------------------------|
| Observation Facility, Elevation: | KXK, 1033 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: | 6 knots, 130° |
| Temperature: | 33° C / -3° C | Visibility | 10 Miles |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Aguila, AZ (28AZ) | Destination: | Aguila, AZ (28AZ) |

Airport Information

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|----------------------|------------------|---------------------------|------|
| Airport: | SAMPLEY'S (28AZ) | Runway Surface Type: | Dirt |
| Runway Used: | 17 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 3500 ft / 75 ft | | |

Wreckage and Impact Information

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

Administrative Information

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|-------------------------------|---|---------------|------------|
| Investigator In Charge (IIC): | Albert P Nixon | Adopted Date: | 07/12/2016 |
| Note: | The NTSB traveled to the scene of this accident. | | |
| Investigation Docket: | http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89157 | | |

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.