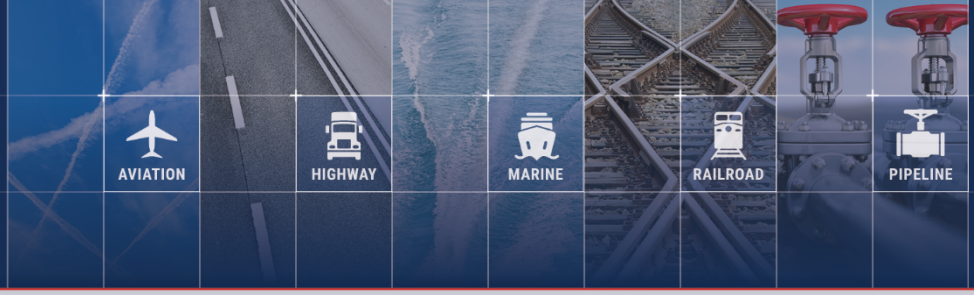

Aviation Investigation Factual Report

Location:	Caddo Mills, Texas	**Accident Number:**	FTW04LA190
Date & Time:	July 17, 2004, 14:30 Local	**Registration:**	N858BG
Aircraft:	Burkhart Grob G-103A Twin II Acro	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Factual Information

On July 17, 2004, at 1430 central daylight time, a Burkhart Grob G-103A Twin II Acro glider, N858BG, was substantially damaged upon collision with another aircraft while waiting to be towed on runway 31 at the Caddo Mills Municipal Airport (7F3), near Caddo Mills, Texas. The glider was owned by a private individual and was being operated by Southwest Soaring, Inc., of Caddo Mills, Texas. The flight instructor and the passenger were not injured. Visual meteorological conditions prevailed for the anticipated 14 Code of Federal Regulations Part 91 soaring flight. The local flight had not initiated at the time of the accident.

According to the flight instructor conducting the glider flight, the glider had been positioned on the right side of the runway 31 (a 4,000-foot long and 150-foot wide concrete runway) waiting for the tow-plane to land and line up in front for the scheduled soaring flight. The flight instructor added that he was standing on the left side of the glider explaining to the passenger strapped to the front seat how the flight was to be conducted. While standing, the flight instructor heard someone shout, and he looked up.

The flight instructor reported that he observed the tow plane that had just landed on the left side of the runway, veering straight for the glider. To avoid being hit, he jumped over the fuselage of the glider, escaping injuries.

The pilot of the Cessna 305 (vintage military L-19), N5255G, reported he landed on the left side of runway 31 due to a glider on the right side of the runway. During the landing roll, at an approximate speed of 20 miles per hour (mph), the airplane was within 200 feet of the glider the pilot "began a slight turn to the right to position the tow plane in front of the glider." The pilot stated that as he "applied left rudder to adjust the turn radius, there was little or no response." Subsequently, the airplane veered to the left and to the right and collided with the glider.

Examination of the Cessna 305 revealed that the left main landing strut fractured due to fatigue, causing the main wheel assembly to separate from the steel landing gear strut. Damage to fuselage and wings of the Cessna was minor.

Examination of the glider revealed structural damage to the left wing and left aileron.

Flight instructor Information

Certificate:	Commercial; Private	**Age:**	46,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Unknown
Other Aircraft Rating(s):	Glider	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	Glider	**Toxicology Performed:**	No
Medical Certification:	None	**Last FAA Medical Exam:**	
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	February 10, 2004
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Burkhart Grob	**Registration:**	N858BG
Model/Series:	G-103A Twin II Acro	**Aircraft Category:**	Glider
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	34016-K-248
Landing Gear Type:		**Seats:**	2
Date/Type of Last Inspection:	Unknown	**Certified Max Gross Wt.:**	1279 lbs
Time Since Last Inspection:		**Engines:**	
Airframe Total Time:		**Engine Manufacturer:**	
ELT:		**Engine Model/Series:**	
Registered Owner:	David M. Bloch	**Rated Power:**	
Operator:	Southwest Soaring, Inc.	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	TRL,474 ft msl	**Distance from Accident Site:**	19 Nautical Miles
Observation Time:	14:53 Local	**Direction from Accident Site:**	180°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots / None	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	360°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.88 inches Hg	**Temperature/Dew Point:**	30°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Caddo Mills, TX (7F3)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	Class G

Airport Information

Airport:	Caddo Mills Municipal Airpo 7F3	**Runway Surface Type:**	Concrete
Airport Elevation:	542 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	31	**IFR Approach:**	None
Runway Length/Width:	4000 ft / 150 ft	**VFR Approach/Landing:**	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	33.036109,-96.243057

Administrative Information

Investigator In Charge (IIC):	Casanova, Hector
Additional Participating Persons:	John R Weil; Federal Aviation Administration; Dallas, TX
Report Date:	August 30, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=59676