



Aviation Investigation Final Report

Location:	Waller, Texas	Accident Number:	CEN24LA110
Date & Time:	February 1, 2024, 14:30 Local	Registration:	N984TP (A1); N27GG (A2)
Aircraft:	Pipistrel Taurus (A1); Schempp Hirth Discus 2CT (A2)	Aircraft Damage:	Substantial (A1); Minor (A2)
Defining Event:	Midair collision	Injuries:	1 None (A1); 1 None (A2)
Flight Conducted Under:	Part 91: General aviation - Personal (A1); Part 91: General aviation - Personal (A2)		

Analysis

The pilot of a Pipistrel Taurus glider reported that, while turning right and climbing in a thermal, he saw another glider at his 10 o'clock position about the same altitude. He quickly turned right to avoid the other glider, but the Pipistrel's left wing impacted the other glider's right wing.

The pilot flying the Schempp-Hirth Discus-2CT glider reported that he was in a right turn when he heard the impact with the Pipistrel. He stated that the Pipistrel was below him and he did not see it.

Both pilots landed their gliders without further incident. The Pipistrel sustained substantial damage to the left wing. The Schempp-Hirth sustained minor damage to the right wing.

Both glider pilots reported that there were no preaccident mechanical failures or malfunctions with the gliders that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The failure of both pilots of each glider to see and avoid one another while maneuvering, which resulted in a mid-air collision.

Findings

Environmental issues (A1)	Aircraft - Effect on equipment
Personnel issues (A1)	Monitoring other aircraft - Pilot
Environmental issues (A2)	Aircraft - Effect on equipment
Personnel issues (A2)	Monitoring other aircraft - Pilot

Factual Information

History of Flight

Maneuvering (A1)	Midair collision (Defining event)
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Pilot Information (A1)

Certificate:	Airline transport; Flight engineer; Flight instructor	Age:	60, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	August 18, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 5, 2023
Flight Time:	(Estimated) 24000 hours (Total, all aircraft), 82 hours (Total, this make and model)		

Pilot Information (A2)

Certificate:	Commercial; Flight instructor	Age:	75, Male
Airplane Rating(s):	None	Seat Occupied:	Single
Other Aircraft Rating(s):	Glider	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	Glider	Toxicology Performed:	
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 26, 2023
Flight Time:	1708 hours (Total, all aircraft), 906 hours (Total, this make and model), 1696 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information (A1)

Aircraft Make:	Pipistrel	Registration:	N984TP
Model/Series:	Taurus Electro G2	Aircraft Category:	Glider
Year of Manufacture:	2018	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	167TET
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 20, 2023 Condition	Certified Max Gross Wt.:	1210 lbs
Time Since Last Inspection:		Engines:	1 Electric
Airframe Total Time:	115 Hrs at time of accident	Engine Manufacturer:	Pipistrel
ELT:	C91A installed, not activated	Engine Model/Series:	Electro 40/30
Registered Owner:	Texas Soaring Bats LLC	Rated Power:	40 Horsepower
Operator:	Texas Soaring Bats LLC	Operating Certificate(s) Held:	None

Aircraft and Owner/Operator Information (A2)

Aircraft Make:	Schempp Hirth	Registration:	N27GG
Model/Series:	Discus 2CT No Series Exists	Aircraft Category:	Glider
Year of Manufacture:	2006	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	23
Landing Gear Type:	Retractable - Tailwheel	Seats:	1
Date/Type of Last Inspection:	March 24, 2023 Annual	Certified Max Gross Wt.:	1246 lbs
Time Since Last Inspection:		Engines:	0
Airframe Total Time:	1448 Hrs at time of accident	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KDWH, 152 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Few / 4100 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	23°C / 12°C
Precipitation and Obscuration:			
Departure Point:	Waller, TX (89TA) (A1); Waller, TX (A2)	Type of Flight Plan Filed:	None (A1); None (A2)
Destination:	Waller, TX (89TA) (A1); Waller, TX (A2)	Type of Clearance:	None (A1); None (A2)
Departure Time:	14:00 Local (A1)	Type of Airspace:	Class E (A1); Class E (A2)

Airport Information

Airport:	Soaring Club of Houston Gliderport 89TA	Runway Surface Type:	
Airport Elevation:	308 ft msl	Runway Surface Condition:	Vegetation
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information (A1)

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.1927,-95.9632(est)

Wreckage and Impact Information (A2)

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.1927,-95.9632(est)

Administrative Information

Investigator In Charge (IIC):	Abraham, Laura
Additional Participating Persons:	Ronald Jacobs; FAA; Houston
Original Publish Date:	April 12, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=193757

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).