



Aviation Investigation Final Report

Location:	BUENA VISTA, Pennsylvania	Accident Number:	NYC83LA076
Date & Time:	March 12, 1983, 13:12 Local	Registration:	N142SS
Aircraft:	Burkhart Grob G10Z ASTIR CS	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THINKING THAT HE MIGHT BE LOST IN A WAVE ABOVE THE CLOUDS, THE PLT DESCENDED THROUGH AN OPENING & DECIDED TO MAKE AN OFF-FIELD LANDING. SEVERE WIND GUSTS ALTERED HIS GLIDE PATH & HE HEADED TOWARD AN APPLE ORCHARD. THE LEFT WING CONTACTED A BRANCH ABOUT 10 FT ABOVE THE GROUND & THE GLIDER GROUND LOOPED BREAKING THE TAIL CONE & DAMAGING THE STABILIZER & VERTICAL FIN.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH

Findings

1. (F) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - UNFAVORABLE WIND
3. (F) WEATHER CONDITION - GUSTS
4. (F) OBJECT - TREE(S)
5. (C) ABORTED TAKEOFF - SELECTED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:		Age:	Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Unknown None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	232 hours (Total, all aircraft), 5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Burkhart Grob	Registration:	N142SS
Model/Series:	G10Z ASTIR CS G10Z ASTIR	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1368
Landing Gear Type:		Seats:	1
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	700 lbs
Time Since Last Inspection:	10 Hrs	Engines:	0 Unknown
Airframe Total Time:	360 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	NONE
Registered Owner:	PRABHAT SETH	Rated Power:	
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	25 knots / 40 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	UNIONVILLE	Type of Flight Plan Filed:	None
Destination:	ALTOONA	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Taylor, Vernon

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35160>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).