



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | MARION, Ohio | Accident Number: | NYC91LA225 |
| Date & Time: | July 17, 1991, 13:40 Local | Registration: | N5448X |
| Aircraft: | Burkhart Grob G103B | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE GLIDER WAS SET UP ON DOWNWIND FOR RUNWAY 24. THE PILOT TURNED BASED FOR RUNWAY 24, AND CHANGED HIS MIND DUE TO VARIABLE WINDS. HE EXTENDED HIS BASE TO LAND ON RUNWAY 30. THE GLIDER LACKED THE ALTITUDE AND AIRSPEED TO REACH THE DESIRED RUNWAY. THE GLIDER STRUCK THE GROUND IN A RIGHT WING LOW ALTITUDE WHICH RESULTED IN A GROUND LOOP.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER DECISION TO CHANGE LANDING RUNWAYS WITH INSUFFICIENT ALTITUDE AND AIRSPEED WHICH RESULTED IN A DRAGGED WING AND GROUND LOOP.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. (F) AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. (F) ALTITUDE - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

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|----------------------------------|---|--|----------|
| Certificate: | Commercial | Age: | 68, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Rear |
| Other Aircraft Rating(s): | Glider | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | None None | Last FAA Medical Exam: | |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 2526 hours (Total, all aircraft), 9 hours (Total, this make and model), 2200 hours (Pilot In Command, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-----------------------------|---------------------------------------|-----------|
| Aircraft Make: | Burkhart Grob | Registration: | N5448X |
| Model/Series: | G103B G103B | Aircraft Category: | Glider |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | | Serial Number: | 3870K-111 |
| Landing Gear Type: | Ski/wheel | Seats: | 2 |
| Date/Type of Last Inspection: | January 2, 2000 Unknown | Certified Max Gross Wt.: | 1279 lbs |
| Time Since Last Inspection: | | Engines: | Unknown |
| Airframe Total Time: | | Engine Manufacturer: | |
| ELT: | Not installed | Engine Model/Series: | |
| Registered Owner: | CENTRAL OHIO SOARING ASSOC. | Rated Power: | |
| Operator: | THOMAS I. HARNISH | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|----------|
| 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: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 10 knots / 20 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 00:00 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|-------------------|----------------------------------|---------------------------|
| Airport: | MARION COUNTY MNN | Runway Surface Type: | Asphalt |
| Airport Elevation: | 994 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 3 | IFR Approach: | None |
| Runway Length/Width: | 3497 ft / 100 ft | VFR Approach/Landing: | Full stop;Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| 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: | 40.579952,-83.120079(est) |

Administrative Information

Investigator In Charge (IIC): Hancock, Robert

Additional Participating Persons: BILL MAZUREK; COLUMBUS , OH

Original Publish Date: May 3, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=37002>

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](#).