



# Aviation Investigation Final Report

<b>Location:</b>	LAKE PLACID, New York	<b>Accident Number:</b>	NYC96LA011
<b>Date &amp; Time:</b>	October 15, 1995, 12:30 Local	<b>Registration:</b>	CGUOX
<b>Aircraft:</b>	Burkhart Grob G-102CS	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The glider pilot released from the tow plane at 4,400 ft msl, and, using thermals, climbed to 5,200 feet. With 50-knot winds aloft, the pilot maneuvered to find a mountain wave on the downwind side of a mountain ridge. He first encountered a downdraft in excess of 1,000 feet per minute, and then he encountered a horizontal rotor. He was unable to reach rising air, and continued in a descent into the trees. The glider came to rest inverted, with the empennage separated from the fuselage.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate evaluation of the weather. Contributing factors were the high winds and downdrafts.

### Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: MANEUVERING

#### Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (F) WEATHER CONDITION - DOWNDRAFT
3. (C) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. OBJECT - TREE(S)

## Factual Information

On October 15, 1995, about 1230 eastern daylight time, an Grob G-102CS glider, Canadian Registry CGUOX, was substantially damaged when it struck trees near Lake Placid, New York. The Canadian certificated, private pilot was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the local flight, which departed Lake Placid at 1200, and was conducted under 14 CFR Part 91.

The FAA reported that the pilot used an aero tow to become airborne. In the NTSB Accident Report, the pilot stated:

After release from the tow plane at 4400 ft, MSL N.W. of Slide Mountain, I entered a strong updraft indicating 8 KTS rate of climb and reached a height of 5200 ft. I used this updraft...facing a 50 Kn...wind, all in search of a standing mountain wave. I was caught in a severe downdraft...I decided to get closer to the mountain ridge in the area of the first updraft. Experiencing continuous and severe height loss together with severe turbulence I realized that I had entered a violent horizontal axis atmospheric rotor that would drive the glider to the ground. My only choice was to prepare for a landing in the trees trying to stall at the level of the branches....

The FAA reported that when the glider came to rest, the empennage had separated from the fuselage.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	58, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Glider	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 16, 1995
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3800 hours (Total, all aircraft), 50 hours (Total, this make and model), 3650 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Burkhart Grob	<b>Registration:</b>	CGUOX
<b>Model/Series:</b>	G-102CS G-102CS	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	1352
<b>Landing Gear Type:</b>	Ski/wheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	April 27, 1995 Annual	<b>Certified Max Gross Wt.:</b>	834 lbs
<b>Time Since Last Inspection:</b>	78 Hrs	<b>Engines:</b>	Unknown
<b>Airframe Total Time:</b>	2456 Hrs	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	MONTREAL SOARING COUNCIL	<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 6500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots / 20 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(LKP )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	44.280208,-73.980789(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hancock, Robert
<b>Additional Participating Persons:</b>	KEVIN BEAUDIN; ALBANY , NY
<b>Original Publish Date:</b>	June 7, 1996
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=39113">https://data.ntsb.gov/Docket?ProjectID=39113</a>

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