



Aviation Investigation Final Report

Location:	CORDELE, Georgia	Accident Number:	ATL98LA079
Date & Time:	May 24, 1998, 16:30 Local	Registration:	N5448G
Aircraft:	Burkhart Grob G-103	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, he was flaring above the runway when the glider experienced an updraft and began a slight climb. In order to counteract the slight climb, the pilot added additional spoiler. The glider then came down hard on the runway and bounced back into the air. The glider continued to oscillate in this manner for three oscillations until the empennage separated from the fuselage. The glider then rolled off the runway and came to a stop.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper descent rate that led to a hard landing and porpoise, and his improper recovery from the ensuing bounced landing, resulting in the eventual separation of the empennage. A factor was the updraft.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - UPDRAFT
2. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 3. (C) PORPOISE/PILOT-INDUCED OSCILLATION - ENCOUNTERED - PILOT IN COMMAND
- 4. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 5. EMPENNAGE - SEPARATION

Factual Information

On May 24, 1998, at 1630 eastern daylight time, a Grob G-103, N5448G, executed a hard landing at Crisp County Airport, Cordele, Georgia. The personal flight was operated by the pilot under the provisions of Title 14 CFR Part 91, and visual flight rules. There was no flight plan for this local flight. Visual meteorological conditions existed at the time of the accident. The glider was substantially damaged, and the private pilot and passenger were not injured. The flight departed Crisp County Airport at 1545.

According to the pilot, he was flaring above the runway when the glider experienced an updraft and began a slight climb. In order to counteract the slight climb, the pilot added additional spoiler. The glider then came down hard on the runway and bounced back into the air. The glider continued to oscillate in this manner for three oscillations until the empennage separated from the fuselage. The glider then rolled off the runway and came to a stop.

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	78 hours (Total, all aircraft), 14 hours (Total, this make and model), 72 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Burkhart Grob	Registration:	N5448G
Model/Series:	G-103 G-103	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3868-K-109
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 23, 1997 Annual	Certified Max Gross Wt.:	1279 lbs
Time Since Last Inspection:		Engines:	Unknown
Airframe Total Time:	1012 Hrs	Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	MID-GEORGIA SOARING ASSOC.	Rated Power:	
Operator:	PANOS KANES	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:	MCN ,354 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	28 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(CKF)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	CRISP COUNTY - CORDELE CKF	Runway Surface Type:	Asphalt
Airport Elevation:	310 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	5007 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

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:	31.960046,-83.769599(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	RANDY MARTIN; REGAN H CAMPBELL;
Original Publish Date:	December 8, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3996

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