



# Aviation Investigation Final Report

<b>Location:</b>	Windham, New York	<b>Accident Number:</b>	NYC08CA025
<b>Date &amp; Time:</b>	November 4, 2007, 13:45 Local	<b>Registration:</b>	N46009
<b>Aircraft:</b>	Burkhart Grob G 103 Twin II	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

Both pilots were alternating flying duties in a Burkhart Grob G 103 Twin II glider. They had been soaring along a ridge for approximately 1 hour in non-turbulent wind. The rear seat pilot was flying on the upwind side of the ridge, about 500 feet above the summit, when a gust of wind suddenly forced the glider to the downwind side of the ridge, about 25 feet below the summit. The glider then impacted trees, sustained substantial damage, and both pilots were seriously injured. The reported wind at an airport about 25 miles northeast of the accident site, about the time of the accident, was 270 degrees at 6 knots. Examination of the glider did not reveal any preimpact mechanical malfunctions, nor did the pilots report any.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An inadvertent encounter with a wind gust while maneuvering.

### Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

#### Findings

1. WEATHER CONDITION - GUSTS
2. (C) FLIGHT INTO ADVERSE WEATHER - INADVERTENT - PILOT IN COMMAND
3. (C) FLIGHT INTO ADVERSE WEATHER - INADVERTENT - PILOT PASSENGER

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

Findings

4. OBJECT - TREE(S)

## Factual Information

Both pilots were alternating flying duties in a Burkhart Grob G 103 Twin II glider. They had been soaring along a ridge for approximately 1 hour in non-turbulent wind. The rear seat pilot was flying on the upwind side of the ridge, about 500 feet above the summit, when a gust of wind suddenly forced the glider to the downwind side of the ridge, about 25 feet below the summit. The glider then impacted trees, sustained substantial damage, and both pilots were seriously injured. The reported wind at an airport about 25 miles northeast of the accident site, about the time of the accident, was 270 degrees at 6 knots. Examination of the glider by a Federal Aviation Administration inspector did not reveal any preimpact mechanical malfunctions, nor did the pilots report any.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 1, 2007
<b>Flight Time:</b>	1433 hours (Total, all aircraft), 44 hours (Total, this make and model), 70 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Co-pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	58, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	May 1, 2007
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	308 hours (Total, all aircraft), 50 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Burkhart Grob	<b>Registration:</b>	N46009
<b>Model/Series:</b>	G 103 Twin II	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3830
<b>Landing Gear Type:</b>	Ski/wheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	1279 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	Nutmeg Soaring Association	<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ALB,285 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	13:51 Local	<b>Direction from Accident Site:</b>	30°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.79 inches Hg	<b>Temperature/Dew Point:</b>	12°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Freehold, NY (115)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(115)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Freehold Airport 115	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious, 1 Minor	<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 Serious, 1 Minor	<b>Latitude, Longitude:</b>	42.299999,-74.25

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gretz, Robert
<b>Additional Participating Persons:</b>	Chad Gilbert; FAA/FSDO; Albany, NY
<b>Original Publish Date:</b>	December 20, 2007
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=67010">https://data.nts.gov/Docket?ProjectID=67010</a>

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