



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | ARABI, Georgia | Accident Number: | ATL92LA120 |
| Date & Time: | June 10, 1992, 15:15 Local | Registration: | N433TT |
| Aircraft: | Glaser-Dirks DG 300 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Minor |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

DURING A GLIDER CONTEST, THERMAL LIFT DISSIPATED. THE PILOT DESCENDED ATTEMPTING TO LOCATE ADDITIONAL THERMALS, UNSUCCESSFULLY. A LARGE PEANUT FIELD WAS SELECTED AS A POSSIBLE LANDING SITE. IT WAS OVERFLOWN AT ABOUT 1500 FEET FOR EVALUATION. POWER LINES ALONG THE FIELD WERE NOT OBSERVED. A LONG STRAIGHT IN APPROACH WAS ESTABLISHED. THE PILOT STATED THAT HE FOCUSED HIS ATTENTION ON A LONG STORAGE SHED, AT THE ENTRANCE TO THE FIELD, TO AVOID IT BUT, REMAIN CLOSE. CONSEQUENTLY HE DID NOT SEE POWER LINES ABOUT 20 FEET ABOVE THE GROUND JUST BEYOND THE SHED. THE MAIN LANDING GEAR CAUGHT THREE WIRES. THE GLIDER NOSED DOWN, THEN IMPACTED THE SOFT, PLOWED GROUND IN A NOSE DOWN ATTITUDE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE VISUAL LOOKOUT WHEN HE FAILED TO SEE AND AVOID OBSTACLES. FACTORS WERE THE LOSS OF THERMAL LIFT AND THE PILOT'S DIVERTED ATTENTION.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - NO THERMAL LIFT
2. OBJECT - WIRE, TRANSMISSION
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. (F) DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

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|----------------------------------|--|--|----------|
| Certificate: | Private | Age: | 63, Male |
| Airplane Rating(s): | None | Seat Occupied: | Center |
| Other Aircraft Rating(s): | Glider | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | None None | Last FAA Medical Exam: | |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 686 hours (Total, all aircraft), 25 hours (Total, this make and model), 133 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------|---------------------------------------|-----------|
| Aircraft Make: | Glaser-Dirks | Registration: | N433TT |
| Model/Series: | DG 300 DG 300 | Aircraft Category: | Glider |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Experimental (Special) | Serial Number: | 3E-82 |
| Landing Gear Type: | | Seats: | 1 |
| Date/Type of Last Inspection: | March 1, 1992 Annual | Certified Max Gross Wt.: | 1157 lbs |
| Time Since Last Inspection: | 5 Hrs | Engines: | 0 Unknown |
| Airframe Total Time: | 75 Hrs | Engine Manufacturer: | |
| ELT: | Not installed | Engine Model/Series: | |
| Registered Owner: | DEWALD, CHARLES F. | Rated Power: | |
| Operator: | DEWALD, CHARLES F. | 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: | MCN ,354 ft msl | Distance from Accident Site: | 40 Nautical Miles |
| Observation Time: | 14:51 Local | Direction from Accident Site: | 10° |
| Lowest Cloud Condition: | Scattered / 4800 ft AGL | Visibility | 6 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 6 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 270° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 32°C / 22°C |
| Precipitation and Obscuration: | N/A - None - Haze | | |
| Departure Point: | CORDELE , GA (02J) | Type of Flight Plan Filed: | None |
| Destination: | (02J) | Type of Clearance: | None |
| Departure Time: | 13:00 Local | Type of Airspace: | Class G |

Airport Information

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

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|---------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor | Latitude, Longitude: | 31.959232,-83.769729(est) |

Administrative Information

Investigator In Charge (IIC): Hicks, Preston

Additional Participating Persons: BEOTIS WRIGHT; ATLANTA , GA

Original Publish Date: July 26, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=8614>

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](#).