



Aviation Investigation Final Report

Location:	Port Matilda, Pennsylvania	Accident Number:	GAA17CA063
Date & Time:	November 5, 2016, 11:00 Local	Registration:	N484KS
Aircraft:	SCHEMPP-HIRTH FLUGZEUGBAU DUO DISCUS	Aircraft Damage:	None
Defining Event:	AC/prop/rotor contact w person	Injuries:	1 Serious, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of a glider reported that during the landing roll, near the location where he wanted to stop, he felt a "thump." He further reported that he observed a person lying on the ground on the runway and did not see the bystander previously.

According to the pilot-rated passenger, who was also the airport manager, the bystander was taking photographs of the glider and had moved onto the runway surface during the landing roll. Subsequently, the bystander was struck by the left wing. He further reported that he also did not see the bystander before the collision.

The airport manager reported that the airport had a sign near the runway, which stated "Caution Aircraft Operations." Postaccident, the airport manager reported that he installed cones delineating the boundary of the runway and added an additional sign stating "Remain Behind Cones."

The bystander sustained a serious injury.

The pilot reported no preaccident mechanical malfunctions or failures with the glider that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The bystander's decision to walk onto the runway, which resulted in him being struck by the glider's left wing.

Findings

Environmental issues	Runway markings/signage - Awareness of condition
Personnel issues	Decision making/judgment - Other

Factual Information

History of Flight

Landing-landing roll	AC/prop/rotor contact w person (Defining event)
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Pilot-rated passenger Information

Certificate:	Commercial; Flight instructor	Age:	79, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	April 12, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 11, 2011
Flight Time:	(Estimated) 18000 hours (Total, all aircraft), 111 hours (Total, this make and model), 17000 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 14, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 622 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHEMPP-HIRTH FLUGZEUGBAU	Registration:	N484KS
Model/Series:	DUO DISCUS	Aircraft Category:	Glider
Year of Manufacture:	2016	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	679
Landing Gear Type:	Retractable -	Seats:	2
Date/Type of Last Inspection:	February 5, 2016 Condition	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	0
Airframe Total Time:	111 Hrs at time of accident	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KUNV, 1231 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 15 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.35 inches Hg	Temperature/Dew Point:	13°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Port Matilda, PA (09PA)	Type of Flight Plan Filed:	None
Destination:	Port Matilda, PA (09PA)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	EAGLE FIELD 09PA	Runway Surface Type:	Grass/turf
Airport Elevation:	1780 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	2300 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	1 Serious	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 None	Latitude, Longitude:	40.825279,-77.990837(est)

Administrative Information

Investigator In Charge (IIC):	Gerhardt, Adam
Additional Participating Persons:	Richard Harowicz; FAA; Allegheny, PA
Original Publish Date:	February 6, 2017
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=94363

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