



Brief of Accident (Continued)

CEN13FA213  
File No. 32392

03/30/2013

Littlefield ,TX

Aircraft Reg No. N12053

Time (Local): 16:00 CDT

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Despite the condition of the adhesive, it could not be determined whether the wing would have fractured under design load conditions, but the aerobatic maneuver placed the wing under greater load conditions. However, a thorough inspection of the wing interior, either during the last annual inspection or preflight inspection, would likely have revealed evidence of moisture and adhesive disbonding, which should have led to concerns about the airworthiness of the glider.

Updated at Mar 24 2014 8:45AM

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OCCURRENCES

Maneuvering-aerobatics - Aircraft structural failure

FINDINGS

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C  
Aircraft-Aircraft structures-Wing structure-Spar (on wing)-Damaged/degraded - F  
Aircraft-Aircraft structures-Wing structure-Spar (on wing)-Not serviced/maintained - F  
Aircraft-Aircraft structures-Wing structure-Spar (on wing)-Not inspected - F  
Personnel issues-Task performance-Inspection-Scheduled/routine inspection-Maintenance personnel - F  
Personnel issues-Action/decision-(general)-(general)-Pilot - F

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows:  
The pilot's improper decision to conduct aerobatic maneuvers in a glider not approved for such maneuvers. Contributing to the accident was the degradation of the adhesive holding the wing together, which should have been detected either during the last annual inspection or preflight inspection.