



National Transportation Safety Board Aviation Accident Final Report

Location:	PEORIA, AZ	Accident Number:	LAX97LA174
Date & Time:	05/02/1997, 1410 MST	Registration:	N931BG
Aircraft:	Burkhart Grob 103A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

During a landing, the glider collided with high vegetation on the left side of the runway after the student pilot allowed it to touchdown left of the runway centerline. The left wing tip dragged in the vegetation, and the glider ground looped to the left. The instructor stated that he was overconfident in the student's ability and did not anticipate his actions. The runway was 4,000 feet long and 75 feet wide. The wing span of the glider was about 57 feet.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the student pilot to maintain proper runway alignment and wing tip clearance from high vegetation beside the runway during landing, and the flight instructor's inadequate supervision of the flight. High vegetation on the runway shoulder was a related factor.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT
2. (F) TERRAIN CONDITION - HIGH VEGETATION
3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Factual Information

On May 2, 1997, at 1410 hours mountain standard time, a Grob 103A glider, N931BG, collided with vegetation after the pilot under training landed left of the runway 23C centerline at the Pleasant Valley Airport, Peoria, Arizona. The glider was substantially damaged. The certified flight instructor and certificated commercial pilot student were not injured. The glider was being operated as an instructional flight by Baboquivari Soaring School, d.b.a. Turf Soaring School, Peoria. The local flight originated from the Pleasant Valley Airport at 1320. Visual meteorological conditions prevailed at the time.

According to the flight instructor, the student pilot landed the glider on the left side of the runway. The left wing tip dragged in high vegetation and the glider ground looped to the left. The instructor also stated he was overconfident in the pilot's ability and did not anticipate the pilot's actions.

The runway was 4,000 feet long and 75 feet wide. The wing span of the glider is about 57 feet (17.5 meters) wide.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Glider	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/27/1995
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	907 hours (Total, all aircraft), 92 hours (Total, this make and model), 852 hours (Pilot In Command, all aircraft), 162 hours (Last 90 days, all aircraft), 54 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Burkhart Grob	Registration:	N931BG
Model/Series:	103A 103A	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Aerobatic	Serial Number:	34054-K-284
Landing Gear Type:	Ski/wheel	Seats:	2
Date/Type of Last Inspection:	04/04/1997, 100 Hour	Certified Max Gross Wt.:	1279 lbs
Time Since Last Inspection:	36 Hours	Engines:	Unknown
Airframe Total Time:	6238 Hours	Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	BABOQUIVARI SOARING SCHOOL	Rated Power:	
Operator:	BABOQUIVARI SOARING SCHOOL	Operating Certificate(s) Held:	None
Operator Does Business As:	TURF SOARING SCHOOL	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DVT, 1476 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1345 MST	Direction from Accident Site:	116°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	45 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	18 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	28 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	(AZ05)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class E

Airport Information

Airport:	PLEASANT VALLEY (AZ05)	Runway Surface Type:	Dirt
Airport Elevation:	1580 ft	Runway Surface Condition:	Dry
Runway Used:	23C	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	THOMAS H WILCOX	Report Date:	12/15/1997
Additional Participating Persons:	JAMES H GUTHERIE; SCOTTSDALE, AZ		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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