



National Transportation Safety Board Aviation Accident Final Report

Location:	BOERNE, TX	Accident Number:	FTW92LA079
Date & Time:	03/01/1992, 1600 CST	Registration:	N94BG
Aircraft:	BURKHART GROB G103	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE GLIDER PILOT REPORTED NOT FINDING LIFT SEVERAL MILES TO THE WEST OF THE AIRSTRIP. UPON REACHING 1,500 FEET AGL AND DESCENDING, HE ELECTED TO PROCEED TOWARD THE AIRFIELD LOCATED TO THE EAST OF HIS POSITION. HE ESTABLISHED 55 KNOTS OF AIRSPEED AND DESCENDED TO APPROXIMATELY THIRTY FEET ABOVE THE TREES. AFTER CLEARING THE TREES HE MADE AN AGGRESSIVE RIGHT BANKING TURN TO ALIGN WITH RUNWAY 17. DURING THE ROLL OUT THE GLIDER STALLED. THE RIGHT WING STRUCK THE GRASS TERRAIN FOLLOWED BY THE FUSELAGE. THE PILOT STATED THAT HE MADE A MISTAKE BY GETTING TOO LOW AND SLOW AND BANKING TOO STEEPLY DURING THE TURN WHILE LANDING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND INADVERTENTLY STALLING THE AIRCRAFT. FACTORS WERE THE PILOT NOT MAINTAINING PROPER ALTITUDE DURING THE APPROACH AND HIS ABRUPT AIRCRAFT HANDLING.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: DESCENT - UNCONTROLLED

Findings

1. (F) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. (F) AIRCRAFT HANDLING - ABRUPT - PILOT IN COMMAND
3. (C) STALL - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	33, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	37 hours (Total, all aircraft), 14 hours (Total, this make and model), 20 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BURKHART GROB	Registration:	N94BG
Model/Series:	G103 G103	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	3652
Landing Gear Type:		Seats:	2
Date/Type of Last Inspection:	07/31/1991, Annual	Certified Max Gross Wt.:	1278 lbs
Time Since Last Inspection:	70 Hours	Engines:	0 Unknown
Airframe Total Time:	560 Hours	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	OSPREY SOARING SCHOOL, INC.	Rated Power:	
Operator:	OSPREY SOARING SCHOOL, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 2800 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1540 CST	Type of Airspace:	Class G

Airport Information

Airport:	BOERNE STAGE FIELD (5C1)	Runway Surface Type:	Asphalt
Airport Elevation:	1380 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	
Runway Length/Width:	3400 ft / 40 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	RAY WALL	Report Date:	07/23/1993
Additional Participating Persons:	RALPH RODRIQUEZ; SAN ANTONIO, TX		
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.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).