



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	BOERNE, TX	<b>Accident Number:</b>	FTW92LA079
<b>Date &amp; Time:</b>	03/01/1992, 1600 CST	<b>Registration:</b>	N94BG
<b>Aircraft:</b>	BURKHART GROB G103	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	33
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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	Engines:	0 Unknown
Operator:	OSPREY SOARING SCHOOL, INC.	Engine Manufacturer:	
Operating Certificate(s) Held:	None	Engine Model/Series:	
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	Broken / 10000 ft agl	Wind Speed/Gusts, Direction:	10 knots / 15 knots, 180°
Temperature:	24° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

## Airport Information

Airport:	BOERNE STAGE FIELD (5C1)	Runway Surface Type:	Asphalt
Runway Used:	17	Runway Surface Condition:	Dry
Runway Length/Width:	3400 ft / 40 ft		

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	RAY WALL	Adopted Date:	07/23/1993
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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.