



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	FREMONT, CA	<b>Accident Number:</b>	LAX86LA105
<b>Date &amp; Time:</b>	02/01/1986, 1045 PST	<b>Registration:</b>	N102BK
<b>Aircraft:</b>	Burkhart Grob 103	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

ON FEBRUARY 1, 1986 AT ABOUT 1045 PST A GROB 103 GLIDER, N103BK, GROUND LOOPED IN MUD FOLLOWING AN ABORTED TAKEOFF AT SKY SAILING AIRPORT, FREEMONT CALIFORNIA. THE PILOT ELECTED TO ABORT THE TAKEOFF BECAUSE IT APPEARED THE TOW AIRCRAFT WAS NOT CLIMBING NORMALLY. THE TOW OPERATION WAS CONDUCTED IN ACCORDANCE WITH STANDARD PROCEDURES WHICH DO NOT REQUIRE THE GLIDER PILOT TO COORDINATE WITH THE TOW AIRCRAFT PILOT PRIOR TO THE FLIGHT. AFTER THE GLIDER RELEASED, IT DROPPED 18 INCHES TO THE GROUND, VEERED TO THE RIGHT AND COLLIDED WITH A DITCH.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: MISCELLANEOUS/OTHER

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - PILOT IN COMMAND
3. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT OF OTHER AIRCRAFT
4. (F) CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - PILOT OF OTHER AIRCRAFT
5. (F) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
6. (F) PROPER CLIMB RATE - NOT ATTAINED - PILOT OF OTHER AIRCRAFT

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Occurrence #2: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

7. (F) TERRAIN CONDITION - SOFT
8. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

### Findings

9. (F) TERRAIN CONDITION - DITCH
10. (F) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Unknown Unknown	<b>Last FAA Medical Exam:</b>	02/02/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	20 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Burkhart Grob	<b>Registration:</b>	N102BK
<b>Model/Series:</b>	103 103	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Aerobatic; Normal	<b>Serial Number:</b>	33953-K-186
<b>Landing Gear Type:</b>	Hull	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	100 Hour	<b>Certified Max Gross Wt.:</b>	950 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	Unknown
<b>Airframe Total Time:</b>	430 Hours	<b>Engine Manufacturer:</b>	
<b>ELT:</b>		<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>		<b>Rated Power:</b>	
<b>Operator:</b>	ANTONIO M. SABINO	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	FREMONT SKY SAILING	<b>Operator Designator Code:</b>	

## 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:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1045 PST	Type of Airspace:	Class G

## Airport Information

Airport:	SKY SAILING (8Q7)	Runway Surface Type:	Dirt; Grass/turf
Airport Elevation:	12 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	1840 ft / 30 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	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:	
Additional Participating Persons:			
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 <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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).