



National Transportation Safety Board Aviation Accident Data Summary

Location:	FREMONT, CA	Accident Number:	LAX86LA105
Date & Time:	02/01/1986, 1045 PST	Registration:	N102BK
Aircraft:	Burkhart Grob 103	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

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

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

Findings

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

Pilot Information

Certificate:	Private	Age:	46
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	None
Flight Time:	20 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Burkhart Grob	Registration:	N102BK
Model/Series:	103 103	Engines:	Unknown
Operator:	ANTONIO M. SABINO	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:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / , 190°
Temperature:	18° C	Visibility	30 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	SKY SAILING (8Q7)	Runway Surface Type:	Dirt; Grass/turf
Runway Used:	28	Runway Surface Condition:	Dry
Runway Length/Width:	1840 ft / 30 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): THOMAS H WILCOX

Adopted 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.