



National Transportation Safety Board Aviation Accident Data Summary

Location:	Llano, CA	Accident Number:	LAX06CA081
Date & Time:	12/03/2005, 1500 PST	Registration:	N4601M
Aircraft:	Burkhart Grob G 103 Twin II	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Other Work Use - Sightseeing		

Analysis

After encountering downdrafts, the glider was damaged when the pilot landed on unsuitable brush-covered mountainous terrain. The commercial pilot had planned to take the fare-paying passenger on a 45-minute-long sightseeing ride. Downdrafts were encountered after soaring for nearly 30 minutes. The pilot was unable to cross over a mountain ridge and to get to the airport. The pilot landed on the brush covered mountainside in an uphill direction and at minimum speed.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight's encounter with downdrafts. A contributing factor was the unsuitable vegetation-covered mountainous terrain.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings

1. (C) WEATHER CONDITION - DOWNDRAFT

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) TERRAIN CONDITION - HIGH VEGETATION
3. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - NONE SUITABLE

Pilot Information

Certificate:	Commercial	Age:	37
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	
Flight Time:	261 hours (Total, all aircraft), 230 hours (Total, this make and model), 162 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Burkhart Grob	Registration:	N4601M
Model/Series:	G 103 Twin II	Engines:	0
Operator:	Great Western Soaring School	Engine Manufacturer:	
Operating Certificate(s) Held:	None	Engine Model/Series:	
Flight Conducted Under:	Part 91: General Aviation - Other Work Use - Sightseeing		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Weather Information Source:	Pilot
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	15 knots / , 300°
Temperature:	10° C	Visibility	20 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Llano, CA (46CN)	Destination:	Llano, CA (46CN)

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:	34.316667, -117.741667		

Administrative Information

Investigator In Charge (IIC):	Wayne Pollack	Adopted Date:	03/28/2006
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 pubing@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.