



# Aviation Investigation Final Report

<b>Location:</b>	GREGORY, Michigan	<b>Accident Number:</b>	CHI87LA032
<b>Date &amp; Time:</b>	November 15, 1986, 11:55 Local	<b>Registration:</b>	N58287
<b>Aircraft:</b>	BURKHART GROB 109B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

WHILE LANDING, THE AIRCRAFT BOUNCED TWICE, SO THE PILOT DECIDED TO GO AROUND AND MAKE A SECOND ATTEMPT. ON CLIMB OUT, THE LANDING GEAR STRUCK 65 FT TALL TREES AT THE END OF THE RUNWAY. THE AIRCRAFT THEN STALLED AND COLLIDED WITH THE TERRAIN. REPORTEDLY, THE PILOT LANDED WITH A TAIL WIND AND DID NOT CHANGE THE PROPELLER PITCH POSITION FROM A CRUISE TO A CLIMB SETTING. THE RUNWAY HAD A DISPLACED THRESHOLD GIVING IT ONLY 1800 FEET OF USABLE SPACE FOR THE LANDING AND GO-AROUND.

## Probable Cause and Findings

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

### Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

#### Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (F) WEATHER CONDITION - CROSSWIND
3. RECOVERY FROM BOUNCED LANDING - INITIATED - PILOT IN COMMAND
4. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
5. (C) POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

- 6. (F) OBJECT - TREE(S)
- 7. (C) PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND

-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Glider	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	October 9, 1985
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2726 hours (Total, all aircraft), 10 hours (Total, this make and model), 165 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BURKHART GROB	<b>Registration:</b>	N58287
<b>Model/Series:</b>	109B 109B	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	6317
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 1, 1986 100 hour	<b>Certified Max Gross Wt.:</b>	775 lbs
<b>Time Since Last Inspection:</b>	70 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	400 Hrs	<b>Engine Manufacturer:</b>	GROB
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	2500E
<b>Registered Owner:</b>	MOTOR GLIDORS, INC.	<b>Rated Power:</b>	80 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	JXN ,1000 ft msl	<b>Distance from Accident Site:</b>	23 Nautical Miles
<b>Observation Time:</b>	12:20 Local	<b>Direction from Accident Site:</b>	200°
<b>Lowest Cloud Condition:</b>	Unknown / 6000 ft AGL	<b>Visibility</b>	6 miles
<b>Lowest Ceiling:</b>	Overcast / 6000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	2°C / -6°C
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>	YPSILANTI , MI (YIP )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	IONIA , MI (Y70 )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	10:50 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	RICHMOND FIELD 69G	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	920 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2300 ft / 75 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	42.450859,-84.079269(est)

## Administrative Information

**Investigator In Charge (IIC):** Sebastian, Ronald

**Additional Participating Persons:**  
V. SCARPUZZA; BELLEVILLE , MI  
B. CHANEY; DES PLAINES , IL

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=13698>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).