



Aviation Investigation Final Report

Location:	SAN ANTONIO, Texas	Accident Number:	FTW94LA020
Date & Time:	October 25, 1993, 16:00 Local	Registration:	N94BG
Aircraft:	Burkhart Grob G103	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID HE THOUGHT HE WAS 40 FEET ABOVE THE GROUND WHEN HE BANKED RIGHT FROM BASE LEG TO FINAL APPROACH. HE SAID HE HAD BEEN WATCHING THE ALTIMETER INSTEAD OF LOOKING OUTSIDE. HIS ATTENTION WAS DIRECTED OUTSIDE THE AIRCRAFT WHEN HE FELT THE RIGHT WING AND NOSE CONTACT THE GROUND. THE PILOT SAID LATER HE WAS 'UNFAMILIAR WITH THE TERRITORY AND RAN OUT OF AIRSPACE,' AND THAT THE 'ALTIMETER WAS SET WRONG.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN A VISUAL LOOKOUT. FACTORS WERE: INADEQUATE ALTITUDE AND DISTRACTED ATTENTION.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND
3. (F) ALTITUDE - INADEQUATE - PILOT IN COMMAND

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

Findings

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - GROUND

Factual Information

On October 25, 1993, at approximately 1600 central daylight time, N94BG, a Burkhardt Grob Flugzeugbau G103, impacted terrain during landing approach to Boerne Stage Field, San Antonio, Texas. The two pilots aboard were not injured, but the aircraft sustained substantial damage. Visual meteorological conditions prevailed at the time, and no flight plan was filed for the personal flight.

The pilot said he was "unfamiliar with the territory and ran out of airspace. Upon landing, pilot noted altimeter was set wrong."

According to an inspector from the Federal Aviation Administration, the pilot told him he was banking right from base leg to final approach. He said he should have been looking outside, but instead was watching the altimeter. He thought he was 40 feet above the ground when he made the turn. His attention was directed outside the aircraft when he felt the nose and right wing striking the ground.

Pilot Information

Certificate:	Private	Age:	40,Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	132 hours (Total, all aircraft), 3 hours (Total, this make and model), 69 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	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3652
Landing Gear Type:	Hull	Seats:	2
Date/Type of Last Inspection:	March 23, 1993 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	88 Hrs	Engines:	Unknown
Airframe Total Time:	950 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	OSPREY SOARING SCHOOL	Rated Power:	
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SAT ,809 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	15:50 Local	Direction from Accident Site:	125°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	BOERNE STAGE FIELD 5C1	Runway Surface Type:	Asphalt
Airport Elevation:	1380 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3400 ft / 36 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	29.520851,-98.520622(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	HENRY L GAMEZ; SAN ANTONIO , TX
Original Publish Date:	August 17, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18960

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