



Aviation Investigation Final Report

Location:	FREMONT, California	Accident Number:	LAX91LA408
Date & Time:	September 26, 1991, 12:55 Local	Registration:	N4113G
Aircraft:	Burkhart Grob G103	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THE ACCIDENT OCCURRED ON FINAL APPROACH TO THE AIRPORT. HE STATED HE MADE A NORMAL PATTERN ENTRY AND TURNED BASE AT THE STANDARD 45 DEGREE POINT. ON BASE, HE OPENED THE SPOILERS ABOUT 20%. AS HE TURNED FINAL AND LINED UP WITH THE RUNWAY, HE SAID HE COULD SEE THAT HIS GLIDE SLOPE WOULD TAKE HIM BEYOND THE WHITE LINE, AND WAS EXPECTING TO ADD MORE SPOILERS AS HE GOT CLOSER. THIS CHANGED ABRUPTLY, AS HE WAS CAUGHT IN A DOWNWASH CAUSED BY BUILDINGS ON THE APPROACH PATH. CLOSING THE DIVE BRAKES WAS OF LITTLE HELP. REALIZING HE COULD NOT MAKE THE ALTITUDE BACK, HE TURNED APPROXIMATELY 180 DEGREES TO THE RIGHT AND LANDED IN A SMALL ROUGH FIELD. DURING THE LANDING, THE RIGHT WING CAUGHT AND THE SAILPLANE GROUNDLOOPED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT FAILED TO ADEQUATELY COMPENSATE FOR THE PREVAILING WIND CONDITIONS.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - DOWNDRAFT
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

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

Findings

5. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	74, Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Burkhart Grob	Registration:	N4113G
Model/Series:	G103 G103	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	Unknown
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	SKY SOARING	Rated Power:	
Operator:	SKY SOARING	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:25 Local	Type of Airspace:	

Airport Information

Airport:	SKY SOARING 4CA7	Runway Surface Type:	Asphalt
Airport Elevation:	12 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	1900 ft / 200 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.500476,-121.959091(est)

Administrative Information

Investigator In Charge (IIC): Petterson, George

Additional Participating Persons:

Original Publish Date: April 8, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=27370>

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](#).