



# Aviation Investigation Final Report

<b>Location:</b>	CLERMONT, Florida	<b>Accident Number:</b>	MIA01LA038
<b>Date &amp; Time:</b>	December 9, 2000, 15:55 Local	<b>Registration:</b>	N36WW
<b>Aircraft:</b>	Grob G102	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was on approach for landing and prematurely deployed the speed brakes resulting in the glider descending short of the runway and colliding with trees.

## Probable Cause and Findings

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

The pilot's premature extension of the speed brakes on landing resulting in the glider colliding with trees short of the runway.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING

### Findings

1. OBJECT - TREE(S)
2. (C) SPEED BRAKES - IMPROPER USE OF - PILOT IN COMMAND
3. DESCENT - PREMATURE - PILOT IN COMMAND

## Factual Information

On December 9, 2000, at about 1555 eastern standard time, a Grob G102, registered to Seminole Flying & Soaring Inc., operating as a 14 CFR Part 91 personal crashed short of Seminole Lake Gliderport (6FLO), Clermont, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The glider sustained substantial damage. The private pilot reported no injuries. The flight originated from 6FLO about 1 hour before the accident.

The pilot stated he was on approach for landing at 6FLO. He deployed the airbrakes too early and the glider collided with trees short of the runway.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 12, 2000
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	80 hours (Total, all aircraft), 50 hours (Pilot In Command, all aircraft), 4 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

<b>Aircraft Make:</b>	Grob	<b>Registration:</b>	N36WW
<b>Model/Series:</b>	G102 G102	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1113
<b>Landing Gear Type:</b>	Retractable - Tailwheel; Skid	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	October 6, 2000 Annual	<b>Certified Max Gross Wt.:</b>	650 lbs
<b>Time Since Last Inspection:</b>	30 Hrs	<b>Engines:</b>	Unknown
<b>Airframe Total Time:</b>	2960 Hrs	<b>Engine Manufacturer:</b>	
<b>ELT:</b>		<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	SEMINOLE FLYING & SOARING INC.	<b>Rated Power:</b>	
<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>	LEE ,77 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	14:53 Local	<b>Direction from Accident Site:</b>	360°
<b>Lowest Cloud Condition:</b>	Scattered / 4900 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	140°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(6FLO)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:55 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 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>	1 None	<b>Latitude, Longitude:</b>	28.549785,-81.750167(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Smith, Carrol
<b>Additional Participating Persons:</b>	STEPHEN E MOORE; ORLANDO , FL
<b>Original Publish Date:</b>	April 25, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=50750">https://data.ntsb.gov/Docket?ProjectID=50750</a>

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