



Aviation Investigation Final Report

Location:	Faribault, Minnesota	Accident Number:	CHI01LA250
Date & Time:	July 29, 2001, 16:00 Local	Registration:	N3837U
Aircraft:	Burkhart Grob G102 STD ASTIR III	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The glider sustained substantial damage while landing when the left wing and fuselage impacted terrain. The pilot sustained serious injuries. A police report stated, "[The pilot] said while he was turning, he forgot to monitor his air speed and the glider fell below the minimum speed, which caused his left wing to stall. [The pilot] said his left wing hit the ground during the turn and caused the glider to somersault onto the gliders belly and spin. The pilot stated that there were no mechanical malfunctions or failures. The wind was 160 degrees at 7 knots.

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 adequate airspeed during the landing which resulted in a stall.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (C) STALL - ENCOUNTERED - PILOT IN COMMAND

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

Factual Information

On July 29, 2001, about 1600 central daylight time, a Burkhart Grob G102 STD ASTIR III, N3837U, piloted by a private pilot, sustained substantial damage when the glider's left wing and fuselage impacted terrain at Faribault Municipal Airport (FBL), near Faribault, Minnesota. The personal flight was operating under 14 CFR part 91. Visual meteorological conditions prevailed at the time of the accident. No flight plan was on file. The pilot sustained serious injuries. The local flight departed from FBL at 1510 and was landing at the time of the accident.

In his written statement, the pilot noted:

Abreast of the landing point I verified that I was approximately 800 feet Agl [above ground level]. Proceeded to normal left turns for Base Leg and Final Leg and announced. The initial Final Glide was done using 1/2 spoiler setting. On approaching Hwy. 21 I encountered strong lift and started using full spoiler setting. At the intersection of runways 20 and 30 I became very concerned about my altitude and decided that landing on Rwy 20 was no longer possible because of the tall trees at the end of the Runway. I decided to execute a 270-degree turn to my left to loose altitude and allow me to land on the remaining portion of Rwy 30. At this point, I became fearful of the outcome of this flight. I did not loose consciousness but do not remember anything from the time of initiating the turn, up to the final contact with the ground.

A Rice County Law Enforcement incident report stated:

[The pilot] said while he was turning, he forgot to monitor his air speed and the glider fell below the minimum speed, which caused his left wing to stall. [The pilot] said his left wing hit the ground during the turn and caused the glider to somersault onto the gliders belly and spin.

The pilot stated that there were no mechanical malfunctions or failures.

At 1557, the FBL weather was: Wind 160 degrees at 7 knots; visibility 10 statute miles; sky condition clear; temperature 29 degrees C; dew point 19 degrees C; altimeter 29.93 inches of mercury.

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 17, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	November 6, 1999
Flight Time:	515 hours (Total, all aircraft), 9 hours (Total, this make and model), 382 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Burkhart Grob	Registration:	N3837U
Model/Series:	G102 STD ASTIR III	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5576S
Landing Gear Type:	Retractable - Tailwheel	Seats:	1
Date/Type of Last Inspection:	October 21, 2000 Annual	Certified Max Gross Wt.:	990 lbs
Time Since Last Inspection:	9.2 Hrs	Engines:	
Airframe Total Time:	578 Hrs at time of accident	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	Peter G. Bolseta & Troy Gregory	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FBL,1060 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:57 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	29°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FARIBAULT, MN (FBL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	FARIBAULT MUNI FBL	Runway Surface Type:	Grass/turf
Airport Elevation:	1060 ft msl	Runway Surface Condition:	Unknown
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	2230 ft / 140 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	44.290039,-93.270118(est)

Administrative Information

Investigator In Charge (IIC):	Malinowski, Edward
Additional Participating Persons:	Lyman Roeder; Federal Aviation Administration; Minneapolis, MN
Original Publish Date:	December 6, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=52920

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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](#).