



Aviation Investigation Final Report

Location:	Banning, California	Accident Number:	LAX02LA042
Date & Time:	December 7, 2001, 14:08 Local	Registration:	N102FC
Aircraft:	Burkhart Grob G102 Club Astir IIIB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the glider flight the pilot encountered adverse weather conditions and attempted to land. About 1 mile from the airport on final approach, the pilot encountered gusting high wind. The pilot failed to maintain adequate airspeed and lost control of the glider. Witnesses reported that a wing suddenly lowered and the glider fell nearly straight down from an altitude of about 60 feet above the ground. An officer who arrived on scene within minutes of the crash reported that the wind speed was not less than 20 knots, with gusts to 40 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: On final approach, the pilot's failure to maintain adequate aircraft airspeed and control during an encounter with the gusting high wind.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

- Findings
1. (C) AIRSPEED(VS) - INADEQUATE - PILOT IN COMMAND
 2. STALL
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

3. TERRAIN CONDITION - OPEN FIELD

Factual Information

On December 7, 2001, about 1408 Pacific standard time, a Burkhart Grob Flugzeugab, G102 Club Astir IIIB, N102FC, encountered wind gusts on final approach to runway 08 at the Banning Municipal Airport, Banning, California. The glider descended rapidly and impacted into an open field about 1 mile southwest of the airport. The glider was operated by the Orange County Soaring Association, Hemet, California, and it was destroyed. The commercial certificated pilot was seriously injured. Visual meteorological conditions prevailed. No flight plan was filed for the personal flight that was performed under 14 CFR Part 91. The flight originated from Hemet about 1300.

Within minutes of the accident, a Banning Police Department officer arrived on scene and interviewed several witnesses. The witnesses reported observing the eastbound glider approaching the airport. It was flying into an easterly wind. The officer stated that the consensus from the witnesses was that, at times during the glider's approach, its forward speed appeared to stop. As the glider descended, its wings rocked back and forth. Suddenly, a wing lowered and the glider appeared to fall nearly straight down from an altitude of about 60 feet above the ground.

The officer additionally reported that the wind was blowing extremely hard from the east. Blowing dust was prevalent, and persons standing near the glider were swaying in the wind. The officer estimated that the minimum constant wind speed was between 20 and 25 knots. There were gusts between 35 and 40 knots.

Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	November 1, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	April 15, 2000
Flight Time:	5000 hours (Total, all aircraft), 25 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Burkhart Grob	Registration:	N102FC
Model/Series:	G102 Club Astir IIIB	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5621CB
Landing Gear Type:	Hull	Seats:	1
Date/Type of Last Inspection:	July 20, 2001 Annual	Certified Max Gross Wt.:	836 lbs
Time Since Last Inspection:	15 Hrs	Engines:	0
Airframe Total Time:	2233 Hrs at time of accident	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	Orange County Soaring Association	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:	PSP,474 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	93°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	24°C / -10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hemet, CA (HMT)	Type of Flight Plan Filed:	None
Destination:	Banning, CA (BNG)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Banning Municipal BNG	Runway Surface Type:	Asphalt
Airport Elevation:	2219 ft msl	Runway Surface Condition:	Dry
Runway Used:	08	IFR Approach:	None
Runway Length/Width:	5200 ft / 150 ft	VFR Approach/Landing:	Unknown

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:	33.912776,-116.863891

Administrative Information

Investigator In Charge (IIC):	Pollack, W.
Additional Participating Persons:	Gabriel Serrano; FAA FSDO-Riverside; Riverside, CA
Original Publish Date:	April 23, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53884

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