



Aviation Investigation Final Report

Location:	Monticello, Georgia	Accident Number:	ATL07CA043
Date & Time:	February 12, 2007, 16:30 Local	Registration:	N3875R
Aircraft:	Burkhart-Grob G109	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the motor glider airplane stated that he bounced twice during the landing attempt, and he elected to apply power and abort the landing. During the aborted landing, he said he lost directional control, and the right wingtip struck the corner of a hangar. The airplane then struck the runway, collapsing the landing gear. There were no preaccident mechanical anomalies reported by the pilot, or discovered during the postaccident inspection.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper recovery from a bounced landing, which resulted in a loss of control, an in-flight collision with a hangar, and subsequent in-flight collision with the runway.

Findings

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

Findings

1. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

2. OBJECT - BUILDING (NONRESIDENTIAL)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - RUNWAY

Factual Information

According to the pilot, he had been doing touch and goes and this landing was to be a full stop. He observed the wind sock on downwind and it was hanging with no indication of wind. He stated he "did a normal base [and] final [and] upon touch down I bounced slightly, touched down again [and] bounced more so I decided to go around. I had plenty of runway left approximately 2/3 or about 3,000 feet. I applied full power [and] eased the stick back [and] all seemed normal. I suddenly started drifting to the right [and] toward a pine tree adjacent to the runway. I applied almost full left rudder to try to re-center [the] glider on the runway but was not able to. I determined that I did not have sufficient altitude or rate of climb to clear the tree so I lifted my right wing [and] cleared the tree." The glider turned toward the runway but he stated that he lost some altitude. "I then straightened up [and] again was pushed to the right by, I assume, a gust of wind [and] toward a hangar. I again tried to lift my right wing to clear [the hangar] but was unsuccessful. At this point my right wing tip struck the corner of the hangar. I was slightly banked left at that point [and] the glider moved toward the runway center, struck the runway [and] the gear collapsed. [The] glider then skidded on its belly and came to a stop at the edge of the runway. While on the ground before [and] after the incident I observed no wind gust but after the incident I talked to a contractor who had been working on a crane on a hangar and he informed me that during that afternoon that he had encountered short periods of wind gust followed by period of complete calm. I feel that this significantly contributed to the glider drifting to the right and [the] ensuing accident." The pilot egressed the glider without injury.

According to a witness, the airplane was attempting to land on runway 32. It touched down and then ballooned, then touched down again and ballooned again, gaining altitude. The glider then veered to the right, went off the runway above the hangars on the right, clipping the top of a hangar then abruptly hitting the ground. The pilot exited the glider unhurt.

Examination of the glider by an FAA Inspector found that the airplane had struck a hangar and then a tractor substantially damaging the right wing and landing gear. There were no mechanical problems reported by the pilot or discovered during the post-accident examination of the airplane.

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	None	Seat Occupied:	Left
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:	December 1, 2006
Flight Time:	77 hours (Total, all aircraft), 11 hours (Total, this make and model), 42 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Burkhart-Grob	Registration:	N3875R
Model/Series:	G109	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	6133
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 1, 2006 Annual	Certified Max Gross Wt.:	1820 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	978 Hrs as of last inspection	Engine Manufacturer:	Limbeck
ELT:	Not installed	Engine Model/Series:	L2000 EB1. AA
Registered Owner:	On file	Rated Power:	80 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MCN,354 ft msl	Distance from Accident Site:	38 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Overcast / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	20°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Monticello, GA (GA06)	Type of Flight Plan Filed:	None
Destination:	Monticello, GA (GA06)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	

Airport Information

Airport:	Monticello Sky Ranch Airport GA06	Runway Surface Type:	Grass/turf
Airport Elevation:	690 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	3900 ft / 80 ft	VFR Approach/Landing:	Go around;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:	

Administrative Information

Investigator In Charge (IIC):	Wilson, Ralph
Additional Participating Persons:	Don Severs; ATL FSDO; College Park, GA
Original Publish Date:	April 25, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=65302

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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](#).