



Aviation Investigation Final Report

Location:	Minden, Nevada	Accident Number:	LAX07CA149
Date & Time:	April 29, 2007, 15:40 Local	Registration:	N851BG
Aircraft:	Burkhart Grob G102 CLUB ASTIR III B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The glider landed 300 yards short of the airport and collided with low vegetation causing substantial damage. When the glider was on downwind, the pilot observed a glider on the runway preparing to depart. He decided to extend his downwind in order to avoid a collision and land instead on an adjacent taxiway. On final approach he realized he would not be able to reach the taxiway. The pilot stated that he had either extended the downwind leg too far, or had encountered sink. The pilot reported that there were no preimpact mechanical malfunctions or failures with the glider.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's misjudgment of distance and altitude that resulted in an undershoot of the runway.

Findings

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

Findings

1. MANEUVER TO AVOID OBSTRUCTIONS - ATTEMPTED - PILOT IN COMMAND
2. (C) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

4. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On April 29, 2007, about 1540 Pacific daylight time, a Burkhart Grob Flugzeugbau G102 Club Astir IIIB glider, N851BG, collided with flat desert terrain at the approach end of runway 12 at the Minden Tahoe Airport (MEV) Airport, Minden, Nevada. Soar Minden, Inc., operated the glider under the provisions of 14 CFR Part 91. The private pilot, the sole occupant, sustained minor injuries; the glider sustained substantial damage. The local area flight departed Minden about 1512. Visual meteorological conditions prevailed; no flight plan had been filed.

The pilot stated in a written report that he departed Minden with the intention of making a recreational soaring flight. Unable to find any workable lift, he elected to return to the airport and land. When the glider was on downwind the pilot observed a glider on the runway preparing to depart. He decided to extend his downwind and land on the adjacent taxiway. On final approach he realized he would not be able to reach the taxiway and landed the glider 300 yards short in sagebrush. The impact caused cracking of the fuselage and empennage bulkheads, as well as substantial damage to the keel and landing gear. The pilot stated that he had either extended the downwind leg too far, or had encountered sink.

The pilot reported that there were no preimpact mechanical malfunctions or failures with the glider.

Pilot Information

Certificate:	Foreign; Private	Age:	65, Male
Airplane Rating(s):	None	Seat Occupied:	Single
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:	
Flight Time:	164 hours (Total, all aircraft), 20 hours (Total, this make and model), 80 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Burkhart Grob	Registration:	N851BG
Model/Series:	G102 CLUB ASTIR IIIB	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5639 CB
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	June 1, 2006 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	0
Airframe Total Time:	4092 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	Sabino Antonio M	Rated Power:	
Operator:	Soar Minden, Inc.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MEV,4726 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:50 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	19 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	21°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MINDEN, NV (MEV)	Type of Flight Plan Filed:	None
Destination:	MINDEN, NV (MEV)	Type of Clearance:	None
Departure Time:	15:12 Local	Type of Airspace:	

Airport Information

Airport:	Minden-Tahoe MEV	Runway Surface Type:	Dirt
Airport Elevation:	4726 ft msl	Runway Surface Condition:	Dry
Runway Used:	12G	IFR Approach:	None
Runway Length/Width:	2200 ft / 60 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	39.000278,-119.751113

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	Harry Smith; Federal Aviation Administration ; Reno, NV
Original Publish Date:	July 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=65728

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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](#).