



Aviation Investigation Final Report

Location:	Minden, Nevada	Accident Number:	WPR10CA422
Date & Time:	August 22, 2010, 15:30 Local	Registration:	N794G
Aircraft:	Burkhart Grob G-103A	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot completed a one-hour local flight and entered the traffic pattern for the destination airport. He decided to maneuver the glider with a higher airspeed because of strong gusty wind and turbulence. With use of the airbrakes, he landed about 300 feet down the runway. The nosewheel touched down first and the glider bounced; then the tailwheel touched down and the glider bounced again. This cycle repeated twice despite the pilot’s attempts to control it with elevator. The pilot was not aware that the glider sustained substantial damage to the empennage until he exited the cockpit.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot’s inadequate flare and bounced landing recovery technique that resulted in a hard landing.

Findings

Aircraft	Landing flare - Incorrect use/operation
Personnel issues	Incorrect action performance - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
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Pilot Information

Certificate:	Private	Age:	75, Male
Airplane Rating(s):	None	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:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 16, 2010
Flight Time:	439 hours (Total, all aircraft), 2 hours (Total, this make and model), 11 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Burkhart Grob	Registration:	N794G
Model/Series:	G-103A	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34007-K-240
Landing Gear Type:	Tandem; Hull	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	0
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	Soar Minden, Inc.	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:	KRNO,4415 ft msl	Distance from Accident Site:	
Observation Time:	14:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	26°C / -7°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:	15:00 Local	Type of Airspace:	

Airport Information

Airport:	Minden-Tahoe MEV	Runway Surface Type:	Asphalt
Airport Elevation:	4722 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	5300 ft / 75 ft	VFR Approach/Landing:	Full stop

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:	39.00111,-119.751945(est)

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	Jack Roche; Federal Aviation Administration FSDO; Reno, NV
Original Publish Date:	March 16, 2011
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=77050

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