

8/5/20

Accident folder

NTSB No.: CEN20CA312

Pilot name: Jay Epting

Certificate No.: [REDACTED] Commercial

Aircraft N3981A

Make: BURKHART GROB FLUGZEUGBAU

Model: G102 CLUB ASTIR IIIB

Date of accident: 07/30/2020

Location: MIDLOTHIAN/WAXAHACHIE, TX (JWY)

Inspector's statement: Received an email from FLM concerning a reported incident/accident that had occurred on 07/30/2020 at Midlothian/Waxahachie, TX (JWY) at approximately 1430 CDT. The report was forwarded by the NTSB and was reported to the SW Communication Center. The North Texas FSDO was notified approximately 4 days after the event. Phone interviews with the owners revealed they thought they had 10 days to report the accident per NTSB guidance.

Aircraft N3981A was reported to have been involved in a hard landing causing the aircraft substantial damage to the entire aircraft. The aircraft was owned and operated by Big Q aviation located in Waxahachie, TX. Big Q is located at [REDACTED] Midlothian, TX 76065. Big Q is owned and operated by Carol Walker (SPAS report attached) and Pete Setian (SPAS report attached).

Weather at the time of the accident was clear with wind gust to 19Kts. Due to the high wind gusts at the time originally scheduled for the flight the flight was delayed a couple hours till the wind speed dropped to more suitable level.

At the time of the accident aircraft N3981A was being used for a training flight. The flight was solo flight operated by Jay Epting. Mr. Epting is a commercial rated pilot (SPAS report attached) with approximately 650 flight hours. Mr. Epting was performing a solo to get a Glider Pilot certificate at the time of the accident. Prior to the accident Mr. Epting was being instructed by Mr. Pete Setian. Mr. Setian is a Certified Flight Instructor with a Glider rating. Mr. Setian had conducted 4 flights with Mr. Epting the day prior to the accident in 2 seat glider of the same make.

A phone interview with Mr. Epting revealed he suffered minor injuries and was able to walk away after the accident. Mr. Epting described the accident and the training on his previous flights. Mr. Epting stated he was too fast on final causing him to land hard and bounce several times before the aircraft came to rest.

Due to the hard landing Mr. Epting struck his head on the canopy and suffered a minor injury to his back. Mr. Epting provided a statement (attached) concerning his flight and prior experience in his glider training leading up to the accident. During the phone interview Mr. Epting stated it was his fault this happened not in any way the fault of the instructor.

A phone interview was conducted with Mr. Pete Setian concerning the accident flight. Mr. Setian stated himself and Mr. Epting conducted 4 flights with together in a 2 seat glider prior to the accident flight the day before. Mr. Setian was observing from the ground when the accident occurred. At this time I am waiting for statement from Mr. Setian concerning the accident. Mr. Setian is on vacation at this time and it could take several day to get his statement.

The aircraft is currently at the FBO owned in Waxahachie waiting on an estimate for repairs. Per the owners of the glider, this aircraft is considered a total loss but they stated it will repaired. In addition, the owners have decided not to make an insurance claim due to the rarity of this particular glider make and model and the difficulty in replacing it.

Darren P. Pittacora
ASI