



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	BRYAN, TX	<b>Accident Number:</b>	FTW97LA054
<b>Date &amp; Time:</b>	12/02/1996, 1545 CST	<b>Registration:</b>	N290SB
<b>Aircraft:</b>	Let L23	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

According to the pilot, the glider was released from the tow plane at 3,000 feet. After soaring for approximately 25 minutes in the vicinity of the airport, he maneuvered the glider to land on runway 17. The pilot added that on final approach, at approximately 250 feet AGL, 'the sail plane encountered a sink' and he realized that he would not be able to clear power lines at the approach end of the runway. The pilot stated that he elected to execute an 'off airport landing' in a field north of his position. The pilot turned right and executed a downwind landing with a 15 knot tailwind in the field that he had selected. During the landing roll, the root of the glider's right wing impacted a fence post.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot misjudged his distance and altitude during the landing approach. Factors relating to the accident were: the high obstructions (power lines), and subsequent tailwind during the forced landing.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING

### Findings

1. (C) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. MANEUVER TO AVOID OBSTRUCTIONS - PERFORMED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - TAILWIND
5. (F) OBJECT - FENCE POST

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	28
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	642 hours (Total, all aircraft), 9 hours (Total, this make and model), 580 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 44 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Let	<b>Registration:</b>	N290SB
<b>Model/Series:</b>	L23 L23	<b>Engines:</b>	Unknown
<b>Operator:</b>	GARY GANDY & PAUL NABORS		
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Manufacturer:</b>	
<b>Engine Model/Series:</b>			
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / , 180°
<b>Temperature:</b>	18° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(CFD)	<b>Destination:</b>	(CFD)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	HECTOR R CASANOVA	<b>Adopted Date:</b>	04/03/1997
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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