



National Transportation Safety Board Aviation Accident Final Report

Location:	ELKIN, NC	Accident Number:	MIA98LA023
Date & Time:	11/01/1997, 1521 EST	Registration:	N65140
Aircraft:	Let L-13	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The instructor pilot stated that while on final approach to runway 20, the student encountered both an increase in headwinds and a sink condition. Noticing a loss of altitude, the student voiced doubt they would make the runway, and the instructor pilot took control of the glider. The instructor quickly considered and then rejected a cow pasture, and then continued his approach to runway 20. The glider collided with an airport perimeter fence, short of the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The instructor's pilot's misjudgment of altitude and distance, and his inadequate compensation for the wind conditions. Unfavorable winds and a fence were contributing factors.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
 2. (F) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND(CFI)
 3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND(CFI)
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH

Findings

4. OBJECT - FENCE

Factual Information

On November 1, 1997, about 1521 eastern standard time, a Let Blanik L-13, N65140, registered to a private individual, operated by Southern Soaring, Inc., as a 14 CFR 91 instructional flight, crashed in the vicinity of Swan Creek Airport, Elkin, North Carolina, while on final approach to runway 20. Visual meteorological conditions prevailed, and no flight plan was filed. The glider sustained substantial damage. The certified flight instructor, (CFI) and rated commercial pilot student reported no injuries. The flight departed the same airport about 1509.

The CFI stated that the student had flown seven to eight instructional flights with a least two other instructors, and was close to soloing. Previously, the student had "bounced" a landing, so the training emphasis this flight was to be towed flight and landing touchdown. The student's turn to final approach put them about 2,000 feet from the runway threshold, on speed, on centerline, and about 100 feet high; high enough, in fact, that the CFI remembers considering that to be an opportune time to demonstrate the sideslip maneuver, but reconsidered. In quick succession the glider went low, the student voiced doubt they would make the runway, the CFI took control, quickly considered and rejected a cow pasture, and collided with an airport perimeter fence short of the runway.

The tow pilot compared landing to takeoff conditions as, "higher winds from the south, heavy sink, and turbulence". The CFI said, "...winds picked up...160, 170 to 210" (degrees), "...15 gusting to 20" (knots) and he ".. encountered sink, but little turbulence".

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	48, Male
Airplane Rating(s):	None	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	226 hours (Total, all aircraft), 22 hours (Total, this make and model), 188 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Let	Registration:	N65140
Model/Series:	L-13 L-13	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	026358
Landing Gear Type:	Hull	Seats:	2
Date/Type of Last Inspection:	06/07/1997, Annual	Certified Max Gross Wt.:	1102 lbs
Time Since Last Inspection:	56 Hours	Engines:	Unknown
Airframe Total Time:	2329 Hours	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	WILSON BROWN	Rated Power:	
Operator:	WILSON BROWN	Operating Certificate(s) Held:	None
Operator Does Business As:	SOUTHERN SOARING, INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	INT, 970 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	1445 EST	Direction from Accident Site:	100°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21° C / 13° C
Precipitation and Obscuration:			
Departure Point:	(78A)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1509 EST	Type of Airspace:	Class G

Airport Information

Airport:	SWAN CREEK AIRPORT (78A)	Runway Surface Type:	Grass/turf
Airport Elevation:	1135 ft	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	1700 ft / 200 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ALAN C STONE	Report Date:	09/28/1999
Additional Participating Persons:	ROBERT C HILL; WINSTON-SALEM, NC		
Publish Date:			
Investigation Docket:	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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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