



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BENTON, TN	<b>Accident Number:</b>	ATL92LA093
<b>Date &amp; Time:</b>	05/02/1992, 1430 CDT	<b>Registration:</b>	N17TM
<b>Aircraft:</b>	SCHREDER RS-15	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

ANOTHER GLIDER PILOT, WHO WAS THERMAL SOARING ABOUT 1/2 MILE FROM THE ACCIDENT SITE, OBSERVED THE GLIDER APPROACH A FIELD AT LOW LEVEL. IT CIRCLED THE FIELD IN A WIDE RADIUS TURN, THEN MOVED ABOUT A QUARTER MILE AWAY. IT THEN BEGAN TO CIRCLE IN A TIGHT RADIUS TURN. THE OBSERVING PILOT LOOKED AWAY FOR ABOUT 30 SECONDS, AND WHEN HE LOOKED AT THE GLIDER AGAIN, IT WAS IN A STEEP TURN. THE GLIDER ALIGNED WITH A TWO LANE ROAD THEN SWERVED ABRUPTLY LEFT INTO A LINE OF TREES. A GROUND WITNESS SAID THAT THE GLIDER APPEARED TO ATTEMPT A LANDING IN THE FIELD. THE PILOT OVERRAN THE FIELD & A GO-AROUND WAS MADE BECAUSE OF OBSTACLES. THE LANDING WAS ABORTED BY PULLING UP. THE GLIDER NEARLY STALLED & TURNED TO LAND ON THE ROAD. THE LEFT WING HIT A ROAD SIGN, VEERED LEFT, & STRUCK A TREE. PAINT TRANSFER MARKS WERE FOUND ON THE ROAD WHICH CORRELATED WITH SCRAPES ON THE UNDERSIDE OF THE GLIDER'S FUSELAGE. EXAMINATION OF THE GLIDER, AFTER THE ACCIDENT, DID NOT REVEAL ANY FLIGHT CONTROL MALFUNCTIONS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S MISJUDGED APPROACH TO THE OPEN FIELD, WHICH RESULTED IN THE FORCED LANDING ON THE OBSTACLE LINED ROAD.

## Findings

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Occurrence #1: OVERRUN

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: GO-AROUND (VFR)

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

2. OBJECT - SIGN

3. OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/01/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	438 hours (Total, all aircraft), 130 hours (Total, this make and model), 17 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	SCHREDER	<b>Registration:</b>	N17TM
<b>Model/Series:</b>	RS-15 RS-15	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	1
<b>Landing Gear Type:</b>		<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	03/04/1992, Unknown	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0 Unknown
<b>Airframe Total Time:</b>	603 Hours	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	SMALLEY, JAMES W.	<b>Rated Power:</b>	
<b>Operator:</b>	SMALLEY, JAMES W.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CHA, 682 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1350 CDT	Direction from Accident Site:	75°
Lowest Cloud Condition:	Scattered / 5500 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28° C / 13° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Preston E Hicks	Report Date:	03/09/1993
Additional Participating Persons:	GERALD RAGLAND; NASHVILLE, TN		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).