



National Transportation Safety Board Aviation Accident Data Summary

Location:	BENTON, TN	Accident Number:	ATL92LA093
Date & Time:	05/02/1992, 1430 CDT	Registration:	N17TM
Aircraft:	SCHREDER RS-15	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

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

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

Occurrence #1: OVERRUN
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

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

Occurrence #2: FORCED LANDING
Phase of Operation: GO-AROUND (VFR)

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings
2. OBJECT - SIGN
3. OBJECT - TREE(S)

Pilot Information

Certificate:	Commercial; Private	Age:	41
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	SCHREDER	Registration:	N17TM
Model/Series:	RS-15 RS-15	Engines:	0 Unknown
Operator:	SMALLEY, JAMES W.	Engine Manufacturer:	
Operating Certificate(s) Held:	None	Engine Model/Series:	
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CHA, 682 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / 17 knots, 220°
Temperature:	28° C	Visibility:	15 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	Preston E Hicks	Adopted Date:	03/09/1993
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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.