



National Transportation Safety Board Aviation Accident Final Report

Location:	READINGTON, NJ	Accident Number:	NYC93LA032
Date & Time:	11/01/1992, 1623 EST	Registration:	N13WG
Aircraft:	LET LF-13	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT WAS IN THE TRAFFIC PATTERN WHEN HE REALIZED HE WOULD NOT MAKE THE RUNWAY. THE PILOT PLANNED HIS LANDING INTO AN OPEN FIELD WHILE ON BASE LEG. DURING TOUCHDOWN, HE ENCOUNTERED RISING TERRAIN THAT WAS MASKED BY THE GRASS IN THE FIELD. THE WINGS OF THE GLIDER WERE BENT DOWNWARD DURING THE LANDING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S POORLY PLANNED APPROACH FOR LANDING WHICH RESULTED IN AN OFF AIRPORT LANDING IN UNSUITABLE TERRAIN.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) TERRAIN CONDITION - GRASS
2. (F) TERRAIN CONDITION - RISING
3. (C) PLANNED APPROACH - POOR - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	46 hours (Total, all aircraft), 3 hours (Total, this make and model), 28 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LET	Registration:	N13WG
Model/Series:	LF-13 LF-13	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	174812
Landing Gear Type:	Ski/wheel	Seats:	2
Date/Type of Last Inspection:	10/05/1992, Annual	Certified Max Gross Wt.:	1102 lbs
Time Since Last Inspection:	10 Hours	Engines:	0 Unknown
Airframe Total Time:	2047 Hours	Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	CENTRAL JERSEY SOARING CLUB	Rated Power:	
Operator:	CENTRAL JERSEY SOARING CLUB	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 6000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1600 EST	Type of Airspace:	Airport Advisory Area

Airport Information

Airport:	SOLBERG-HUNTERDON (N51)	Runway Surface Type:	Grass/turf
Airport Elevation:	195 ft	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	2000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROBERT L HANCOCK	Report Date:	09/14/1993
Additional Participating Persons:	GENE CULP; ALLENTOWN, PA		
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.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).