



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	MANCHESTER, MI	<b>Accident Number:</b>	CHI00LA193
<b>Date &amp; Time:</b>	07/01/2000, 1530 EDT	<b>Registration:</b>	N885D
<b>Aircraft:</b>	Schleicher K8B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

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

---

## Analysis

While on final approach the glider experienced higher than expected sink and the glider impacted a fence-post short of the runway.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the downdraft experienced during final approach and altitude/clearance from the fence post not being maintained by the pilot. A factor to the accident was the fence post.

## Findings

---

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

### Findings

1. (C) WEATHER CONDITION - DOWNDRAFT

-----

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

2. (F) OBJECT - FENCE POST

3. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

On July 1, 2000, at 1530 eastern daylight time, a Schleicher K8B glider, N885D, piloted by a student pilot, sustained substantial damage during an in-flight collision with a fence-post while on final approach to runway 18 (2,465 feet by 100 feet, dry/turf) at the Rossettie Airport, Manchester, Michigan. Visual metrological conditions prevailed at the time of the accident. The solo flight was operating under the provisions of 14 CFR Part 91 and was not on a flight plan. The pilot, the sole occupant, reported no injuries. The local flight departed the Rossettie Airport, at an undetermined time.

According to the student pilot's written statement, "Normal pattern approach[,] turned final with approx [approximately] 400 ft agl [feet above ground level], set spoilers for glide path & angle of descent. Encountered heavy sink, CDIT [controlled descent into terrain]."

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	67, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<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>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	06/14/1999
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	282 hours (Total, all aircraft), 132 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Schleicher	Registration:	N885D
Model/Series:	K8B K8B	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	1401
Landing Gear Type:	Ski/wheel	Seats:	1
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	840 lbs
Time Since Last Inspection:		Engines:	Unknown
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	U OF MICH SOARING CLUB, INC.	Rated Power:	
Operator:	U OF MICH SOARING CLUB, INC.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Not Reported
Observation Facility, Elevation:	JXN, 1001 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1455 EDT	Direction from Accident Site:	282°
Lowest Cloud Condition:	Scattered / 6000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	81° C / 55° C
Precipitation and Obscuration:			
Departure Point:	(75G)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	ROSETTIE (75G)	Runway Surface Type:	Grass/turf
Airport Elevation:	990 ft	Runway Surface Condition:	
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2250 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	ANDREW T FOX	Report Date:	10/09/2001
Additional Participating Persons:	REGGIE FREEMAN; BELLEVILLE, MI		
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:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

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](#).