



National Transportation Safety Board Aviation Accident Data Summary

Location:	HEMET, CA	Accident Number:	LAX89LA145
Date & Time:	04/01/1989, 1500 PST	Registration:	N82756
Aircraft:	LET L-13	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE RGT WING OF BLANIK L-13, N82756, HIT THE LEFT WING OF ANOTHER GLIDER (LS-1), WHICH WAS PARKED NEAR THE RGT EDGE OF THE RWY, AS THE BLANIK WAS STARTING TO BE LAUNCHED BEHIND A TOW PLANE. ACCORDING TO THE WING WALKER, HE HAD HOOKED THE TOW ROPE TO THE BLANIK & WAS LIFTING THE (RGT) WING, WHEN HE REALIZED THE LS-1 WAS TOO CLOSE TO THE RWY. HE SAID HE PUT THE WING DOWN & SHOUTED FOR A RELEASE AS HE HAD BEEN TAUGHT, BUT THE BLANIK PLT FANNED THE RUDDER TO SIGNAL THE TOW PLT FOR THE LAUNCH TO BEGIN. ACCORDING TO THE BLANIK PLT, THE WING WALKER HAD RAISED THE WING (A SIGNAL TO BGN THE LAUNCH), THEN TRIED TO STOP THE LAUNCH, BUT DID NOT USE THE PROPER 'CUT' SIGNAL. SUBSEQUENTLY, THE LAUNCH BEGAN & THE BLANIK VEERED SLIGHTLY RGT & HIT THE LS-1 BEFORE THE BLANIK PLT RELEASED THE TOW ROPE.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE CREW COORDINATION BETWEEN THE GROUND LINEMAN AND THE BLANIK PILOT, AND FAILURE OF THE BLANIK PILOT TO MAINTAIN CLEARANCE BETWEEN HIS AIRCRAFT AND THE PARKED GLIDER. A FACTOR RELATED TO THE ACCIDENT WAS THE PROXIMITY OF THE PARKED GLIDER TO THE RUNWAY.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
2. (C) CREW/GROUP COORDINATION - INADEQUATE - GROUND PERSONNEL
3. (F) OBJECT - AIRCRAFT PARKED/STANDING
4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Pilot Information

Certificate:	Private	Age:	71
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	None
Flight Time:	625 hours (Total, all aircraft), 58 hours (Total, this make and model), 625 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LET	Registration:	N82756
Model/Series:	L-13 L-13	Engines:	0 Unknown
Operator:	SAILPLANE ENTERPRISE	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:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 220°
Temperature:	22° C	Visibility	50 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

Airport Information

Airport:	HEMET-RYAN (HMT)	Runway Surface Type:	Asphalt
Runway Used:	22	Runway Surface Condition:	Dry
Runway Length/Width:	2045 ft / 20 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): DEBRA J ECKROTE Adopted Date: 06/19/1991

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/>.

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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.