



National Transportation Safety Board Aviation Accident Final Report

Location:	MONTAGUE, CA	Accident Number:	LAX89DVG08
Date & Time:	07/01/1989, 1530 PDT	Registration:	N124HH
Aircraft:	HOMEBUILT BG 12 B-D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE GLIDER FLIGHT WAS RETURNING TO THE AIRPORT AFTER COMPLETING A LOCAL SOARING FLIGHT. THE GLIDER'S ALTITUDE WAS TOO LOW TO EXECUTE A NORMAL DOWNWIND PATTERN ENTRY AND THE PILOT ELECTED TO ENTER THE BASE LEG. THE PLT REPORTED THAT THE BASE LEG ENTRY ALTITUDE WAS ABT 200 - 300 FT ABOVE THE NORMAL BASE LEG ALTITUDE AND THAT THE GLIDER LANDED LONG AND RAN OFF THE DEPARTURE END OF THE RUNWAY. THE PLT ELECTED TO GROUND LOOP THE AIRPLANE TO AVOID COLLIDING WITH A FENCE AFTER THE GLIDER EXITED THE RUNWAY ENVIRONMENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT MISJUDGED THE AIRPLANE'S ALTITUDE AND FAILED TO EXTEND THE SPOILERS.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. (C) TOUCHDOWN - EXCESSIVE - PILOT IN COMMAND
3. (C) SPOILER EXTENSION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. (F) GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	None	Seat Occupied:	Center
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:	115 hours (Total, all aircraft), 55 hours (Total, this make and model), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HOMEBUILT	Registration:	N124HH
Model/Series:	BG 12 B-D BG 12 B-D	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	HH1
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	05/02/1989, Annual	Certified Max Gross Wt.:	850 lbs
Time Since Last Inspection:	2 Hours	Engines:	0 Unknown
Airframe Total Time:	346 Hours	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	JAMES MORRISON TAYLOR	Rated Power:	
Operator:	JAMES MORRISON TAYLOR	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:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	32° C / -1° 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

Airport Information

Airport:	MONTAGUE (105)	Runway Surface Type:	Asphalt
Airport Elevation:	2527 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	3360 ft / 50 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):	JOHN L HANCOCK	Report Date:	09/30/1991
Additional Participating Persons:			
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](#).