



National Transportation Safety Board Aviation Accident Data Summary

Location:	MONTAGUE, CA	Accident Number:	LAX89DVG08
Date & Time:	07/01/1989, 1530 PDT	Registration:	N124HH
Aircraft:	HOMEBUILT BG 12 B-D	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

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

Pilot Information

Certificate:	Private	Age:	68
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	None
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:	HOME BUILT	Registration:	N124HH
Model/Series:	BG 12 B-D BG 12 B-D	Engines:	0 Unknown
Operator:	JAMES MORRISON TAYLOR	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:	6 knots / , 360°
Temperature:	32° C	Visibility	30 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

Airport Information

Airport:	MONTAGUE (105)	Runway Surface Type:	Asphalt
Runway Used:	32	Runway Surface Condition:	Dry
Runway Length/Width:	3360 ft / 50 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): JOHN L HANCOCK Adopted Date: 09/30/1991

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/>.

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.