



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Hampshire, IL	<b>Accident Number:</b>	CHI06CA252
<b>Date &amp; Time:</b>	09/02/2006, 1600 CDT	<b>Registration:</b>	N12YA
<b>Aircraft:</b>	LET Blanik L-13	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The glider sustained substantial damage when it ground looped and skidded to a stop while landing at a grass airstrip. The pilot reported that after releasing from the tow airplane at 3,000 feet above ground level (agl), no thermal lift was encountered so he returned to the airstrip for landing. He reported that he experienced a sink rate that "seemed very excessive" during the downwind leg. He "cut the pattern short" and turned onto the base leg, which resulted in the glider being high on the base leg. The pilot reported that he deployed the spoilers, but he was slow to retract the spoilers due to the "heavy force required to push the handle forward." The glider lost altitude. The pilot reported that the left wing caught the grass about the same time the glider touched down with the nose about 20 degrees off the runway heading.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate approach for landing and his failure to attain a proper descent rate.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

1. (C) PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
2. (C) PROPER DESCENT RATE - NOT ATTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - RUNWAY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	74, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	Balloon; Glider; Gyroplane; Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Glider; Gyroplane; Instrument Airplane	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2	<b>Last FAA Medical Exam:</b>	08/01/2005
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	11342 hours (Total, all aircraft), 10 hours (Total, this make and model), 9 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	LET	<b>Registration:</b>	N12YA
<b>Model/Series:</b>	Blanik L-13	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	025321
<b>Landing Gear Type:</b>	Retractable - Skid; Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>		<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	Sky Soaring Inc.	<b>Rated Power:</b>	
<b>Operator:</b>	Sky Soaring Inc.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Hampshire, IL (55LL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1540 CDT	Type of Airspace:	

## Airport Information

Airport:	Sky Soaring Airport (55LL)	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	
Runway Used:	27	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	42.154167, -88.511389

## Administrative Information

Investigator In Charge (IIC):	Jim Silliman	Report Date:	12/28/2006
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).