



National Transportation Safety Board Aviation Accident Final Report

Location:	Middlefield, OH	Accident Number:	CEN10LA035
Date & Time:	11/01/2009, 1610 EST	Registration:	N1142
Aircraft:	Blanik L-13	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The glider pilot, who was a certificated flight instructor (CFI), reported that he was following the student pilot on the controls during the takeoff climb. He observed the tow plane rock its wings indicating to the glider to “wave off”. The CFI took control of the glider and stated, “It’s my airplane.” He released the tow line, turned 180 degrees to return to the airport, and lowered the nose to increase aircraft energy. The student felt they were too low to the ground and panicked. The student pilot grabbed the controls and pulled back on the stick. The CFI could not overpower the student on the controls and the airplane started to spin left. He picked up the left wing by applying opposite rudder. The glider impacted a tractor dealer’s parking lot. The inspection of the glider revealed that it sustained substantial damage to the fuselage and wings. No pre-impact anomalies were noted.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's improper control inputs which resulted in the inadvertent stall of the glider.

Findings

Aircraft	Airspeed - Not attained/maintained (Cause) Angle of attack - Capability exceeded (Cause)
Personnel issues	Incorrect action performance - Student pilot (Cause)

Factual Information

On November 1, 2009, at 1610 eastern standard time, an experimental L-13 Blanik glider, N1142, sustained substantial damage when it impacted terrain after it released the tow line about 200 feet above ground level during takeoff climb from the Geauga County Airport (7G8), Middlefield, Ohio. The certified flight instructor (CFI) and student pilot received serious injuries. The 14 Code of Federal Regulations Part 91 instructional flight was departing 7G8 on a local flight. Visual meteorological conditions prevailed and no flight plan was filed.

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A Federal Aviation Administration inspector interviewed the student pilot. The student pilot stated that she observed several puffs of black smoke coming from the tow airplane. The CFI told her that he had the controls and started a turn back to the airport. She stated that she felt they were too low to the ground and she panicked, grabbed the controls, and pulled back on the stick. She heard the CFI shout, “Don’t stall, don’t stall,” but it was too late and the airplane impacted the ground.

The inspection of the glider revealed that it sustained substantial damage to the fuselage and wings. No pre-impact anomalies were noted.

History of Flight

Initial climb	Glider tow event
	Low altitude operation/event
	Aerodynamic stall/spin (Defining event)
	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Flight Instructor; Commercial; Private	Age:	52, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	05/12/2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	07/18/2008
Flight Time:	1840 hours (Total, all aircraft), 10 hours (Total, this make and model), 1730 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Blanik	Registration:	N1142
Model/Series:	L-13	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	026315
Landing Gear Type:	Hull; Tailwheel	Seats:	2
Date/Type of Last Inspection:	08/27/2009, Conditional	Certified Max Gross Wt.:	1100 lbs
Time Since Last Inspection:		Engines:	0
Airframe Total Time:	2752 Hours	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	CLEVELAND SOARING SOCIETY INC	Rated Power:	
Operator:	CLEVELAND SOARING SOCIETY INC	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	YNG, 1192 ft msl	Observation Time:	1551 EST
Distance from Accident Site:	21 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	135°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	9° C / -1° C
Lowest Ceiling:	Broken / 4000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:	30.19 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Middlefield, OH (7G8)	Type of Flight Plan Filed:	None
Destination:	Middlefield, OH (7G8)	Type of Clearance:	None
Departure Time:	1610 EST	Type of Airspace:	

Airport Information

Airport:	Geauga County Airport (7G8)	Runway Surface Type:	Asphalt
Airport Elevation:	1174 ft	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	3499 ft / 65 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious		

Administrative Information

Investigator In Charge (IIC):	James P Silliman	Adopted Date:	06/17/2010
Additional Participating Persons:	Ken Shauman; FAA Cleveland FSDO; Cleveland, OH		
Publish Date:	06/16/2010		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=74993		

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