



Aviation Investigation Final Report

Location:	Frankenmuth, Michigan	Accident Number:	CEN20CA337
Date & Time:	August 16, 2020, 14:54 Local	Registration:	N334BA
Aircraft:	Evektor Aerotechnik L13	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that following a landing and back-taxi in a motor glider, he failed to stow the speed brake prior to attempting a subsequent takeoff. During the takeoff attempt, the glider would not climb out of ground effect. The motor glider departed the end of the runway and impacted terrain which resulted in substantial damage to the fuselage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to stow the speed brake prior to attempting takeoff.

Findings

Personnel issues	Forgotten action/omission - Pilot
Personnel issues	Use of equip/system - Pilot
Aircraft	Brake - Incorrect use/operation

Factual Information

History of Flight

Prior to flight	Miscellaneous/other (Defining event)
Takeoff	Runway excursion
Takeoff	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Evektor Aerotechnik	Registration:	N334BA
Model/Series:	L13 SEH	Aircraft Category:	Glider
Year of Manufacture:	1994	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	940517
Landing Gear Type:		Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	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:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Frankenmuth, MI (66G)	Type of Flight Plan Filed:	None
Destination:	Frankenmuth, MI (66G)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	WM 'TINY' ZEHNDER FIELD 66G	Runway Surface Type:	Grass/turf
Airport Elevation:	639 ft msl	Runway Surface Condition:	Unknown
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	2500 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	43.314167,-83.711387(est)

Administrative Information

Investigator In Charge (IIC):	Williams, David
Additional Participating Persons:	Michael Matthews; FAA; Grand Rapids, MI
Original Publish Date:	February 2, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=101800

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).