



Aviation Investigation Final Report

Location:	DRIGGS, Idaho	Accident Number:	SEA91LA147
Date & Time:	July 1, 1991, 16:00 Local	Registration:	N711KR
Aircraft:	LET L-13	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

DURING A SOLO INSTRUCTIONAL FLIGHT, THE PILOT ALLOWED THE GLIDER TO GET LOW ON FINAL APPROACH. UNABLE TO REACH THE AIRPORT, HE LANDED THE GLIDER SHORT OF THE RUNWAY. DURING THE LANDING ROLL, IT COLLIDED WITH THE AIRPORT BOUNDARY FENCE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT MISJUDGED HIS DISTANCE AND ALTITUDE TO THE RUNWAY DURING THE APPROACH AND FAILED TO ATTAIN THE PROPER TOUCHDOWN POINT FOR LANDING. HIS LACK OF EXPERIENCE IN THE MAKE AND MODEL OF GLIDER WAS A RELATED FACTOR.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH

Findings

1. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
 3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

5. OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 30, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	294 hours (Total, all aircraft), 5 hours (Total, this make and model), 218 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LET	Registration:	N711KR
Model/Series:	L-13 L-13	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	175127
Landing Gear Type:		Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1102 lbs
Time Since Last Inspection:	0 Hrs	Engines:	0 Unknown
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	JAMES BALL & ERIC SOYLAND	Rated Power:	
Operator:	JAMES BALL & ERIC SOYLAND	Operating Certificate(s) Held:	None
Operator Does Business As:	GRAND VALLEY AVIATION	Operator Designator Code:	

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:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	

Airport Information

Airport:	TETON PEAKS U59	Runway Surface Type:	Asphalt
Airport Elevation:	6202 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	5200 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.729766,-111.219024(est)

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	DICK MASON; SALT LAKE CITY , UT
Original Publish Date:	December 4, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=41462

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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](#).