



Aviation Investigation Final Report

Location:	WALLSBURG, Utah	Accident Number:	SEA91LA194
Date & Time:	July 27, 1991, 16:45 Local	Registration:	N2NV
Aircraft:	LET L-13	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE GLIDER FLT ENCOUNTERED DOWNDRAFT WINDS AND WAS UNABLE TO REACH AN ARPT OR SUITABLE TERRAIN FOR LANDING. THE ACFT STRUCK VEGETATION AND IMPACTED THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE IN FLIGHT ENCOUNTER WITH DOWNDRAFT WINDS AND THE LACK OF SUITABLE TERRAIN IN THE AREA FOR A LANDING.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: MANEUVERING

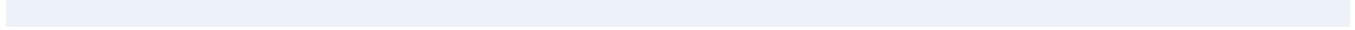
Findings

1. (C) WEATHER CONDITION - DOWNDRAFT

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (C) TERRAIN CONDITION - NONE SUITABLE



Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	36, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 11, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1725 hours (Total, all aircraft), 6 hours (Total, this make and model), 1487 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LET	Registration:	N2NV
Model/Series:	L-13 L-13	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	175220
Landing Gear Type:		Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1100 lbs
Time Since Last Inspection:	0 Hrs	Engines:	0 Unknown
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:		Rated Power:	
Operator:	HIGH VALLEY AVIATION	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SLC ,4227 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	16:51 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	33°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HEBER CITY , UT (36U)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	

Airport Information

Airport:	HEBER VALLEY 36U	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.359806,-111.429847(est)

Administrative Information

Investigator In Charge (IIC):	Mangum, Prentiss
Additional Participating Persons:	DAVE RODDA; SALT LAKE CITY , UT
Original Publish Date:	July 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=41500

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).