



Aviation Investigation Final Report

Location:	CLINTON, Montana	Accident Number:	SEA93LA216
Date & Time:	September 26, 1993, 16:00 Local	Registration:	N52AS
Aircraft:	LET BLANIK L-13	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A SECOND TOW ATTEMPT, THE TOW ROPE BROKE FOR THE SECOND TIME. THE PILOT PULLED THE LEVER TO RELEASE THE ROPE, HOWEVER, THE ROPE DID NOT RELEASE. DURING THE LANDING ROLL, THE MAIN LANDING GEAR LANDED ON THE ROPE AND THE GLIDER VEERED TO THE RIGHT. THE GLIDER CONTINUED TO THE SIDE OF THE AIRSTRIP AND COLLIDED WITH A STATIONARY RUNWAY BORDER CONE BEFORE THE PILOT WAS ABLE TO REGAIN CONTROL AND MANEUVER THE GLIDER BACK ON THE AIRSTRIP.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: TOTAL FAILURE OF THE TOW EQUIPMENT.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. OBJECT - AIRPORT FACILITY
2. (F) GLIDER LAUNCH/TOW EQUIPMENT - FAILURE, TOTAL
3. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Factual Information

On September 26, 1993, at 1600 mountain daylight time, a Blanik L-13, N52AS, collided with a runway border cone after the takeoff was aborted, at Clinton, Montana. Visual meteorological conditions prevailed at the time and no flight plan was filed for the local flight. The glider was substantially damaged and the certificated private pilot was not injured.

The pilot reported during a telephone interview and subsequent written statement that during the first attempted takeoff the tow rope broke a few feet in front of the glider. The pilot released the broken rope and made a successful landing. The rope was repaired and a second tow was attempted. During the tow, just after liftoff, the rope broke again approximately 20 feet in front of the glider. The pilot pulled the release lever and thought that the rope released, however, the rope did not. The pilot aborted the takeoff and attempted to land on the runway. During the landing roll, the pilot stated that the main wheel landed on the rope and the glider veered to the right. The glider continued to the side of the airstrip and collided with a stationary runway border cone before the pilot was able to regain control and maneuver the glider back to the airstrip.

The accident was not reported by the pilot until October 5, 1993.

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	None	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	14 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	LET	Registration:	N52AS
Model/Series:	BLANIK L-13 BLANIK L-1	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	027056
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	713 lbs
Time Since Last Inspection:		Engines:	Unknown
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	NORTH IDAHO SOARING ASSOC	Rated Power:	
Operator:	HELLGATE SOARING SOCIETY	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CLINTON 25S	Runway Surface Type:	Grass/turf
Airport Elevation:	3547 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	4075 ft / 75 ft	VFR Approach/Landing:	Forced landing

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:	46.610729,-113.590667(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	DON PAUL; HELENA , MT
Original Publish Date:	September 26, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=41781

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