



Aviation Investigation Final Report

Location:	BARSTOW, California	Accident Number:	LAX99LA228
Date & Time:	June 19, 1999, 15:00 Local	Registration:	N136AS
Aircraft:	LET BLANIK L-13	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During a cross-country flight, the pilot of the glider encountered a loss of thermal lift. A forced landing was made to a vacant, unattended, interstate highway rest stop. The rest stop was surrounded by level terrain. During the landing approach, the left wing contacted a light pole, shearing off the wing's outboard 6 feet.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of thermal lift that resulted in a forced landing and the pilot's improper glide path that resulted in a collision with a light pole.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) WEATHER CONDITION - NO THERMAL LIFT

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

2. OBJECT - POLE
3. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On June 19, 1999, at 1500 hours Pacific daylight time, a Blanik L-13, N136AS, collided with ground obstructions during a off-field landing 38 miles east of Barstow, California. The glider, operated by Antelope Valley Soaring Club, Canoga Park, California, sustained substantial damage. The commercial pilot, and sole occupant, was not injured. The 14 CFR Part 91 personal flight departed from a private airstrip at 1230. Visual meteorological conditions existed and no flight plan was filed.

In a written statement by the pilot, he was on a cross-country flight to Baker, California, and encountered a loss of lift, which made it impossible to make it to an airport. The glider was over level terrain and the pilot selected an off-field landing point located in a rest area along interstate I-15. The glider impacted a pole during the landing, causing the left wing to separate from the glider. The rest area was closed and no one was present at the time of the accident.

Pilot Information

Certificate:	Commercial; Flight instructor; Private; Student	Age:	47, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 15, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	738 hours (Total, all aircraft), 561 hours (Total, this make and model), 708 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LET	Registration:	N136AS
Model/Series:	BLANIK L-13 BLANIK L-1	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	027017
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 22, 1998 Annual	Certified Max Gross Wt.:	1101 lbs
Time Since Last Inspection:	375 Hrs	Engines:	Unknown
Airframe Total Time:	3491 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	ANTELOPE VALLEY SOARING CLUB	Rated Power:	
Operator:		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	100 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:	32°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DAGGETT , CA (DAG)	Type of Flight Plan Filed:	None
Destination:	BAKER , CA (002)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		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:	

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	BRAD HOWARD; RIVERSIDE , CA
Original Publish Date:	August 14, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=46640

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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](#).