



Aviation Investigation Final Report

Location:	Highland, Illinois	Accident Number:	CHI03LA328
Date & Time:	August 16, 2003, 11:05 Local	Registration:	N302SL
Aircraft:	LET L-13 Blanik	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The glider overran the end of the runway while landing and impacted a dirt mound. The pilot reported that he was obtaining flight instruction for the addition of a glider rating and the accident occurred during his first solo flight. The pilot stated the flight was uneventful until he turned onto final approach. The pilot reported that he was high on final and had to slip to lose altitude. The pilot stated that during the slip the glider had "picked up some airspeed." The pilot reported that the glider landed "long, fast, and as a result hit the mound at the edge of the airport perimeter dirt road." The pilot stated that several witnesses recalled not seeing the spoilers deployed during the final approach and landing. The pilot surmised that he had mistakenly repositioned his hand on the flap lever and as a result had been raising and lowering the flaps instead of the spoilers.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to extend the spoilers and his inadvertent use of the flaps during final approach, which resulted in the proper touchdown point being exceeded due to excessive airspeed. A factor to the accident was the dirt mound.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING

Findings

1. (C) SPOILER EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. (C) FLAPS - INADVERTENT USE - PILOT IN COMMAND
3. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. (C) PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

5. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

On August 16, 2003, at 1105 central daylight time, a LET L-13 Blanik glider, N302SL, piloted by an airline transport pilot, sustained substantial damage when it overran runway 36 (2,692 feet by 200 feet, dry turf) and subsequently collided with a road embankment at Highland-Winet Airport (H07), Highland, Illinois. Visual meteorological conditions prevailed at the time of the accident. The solo-instructional flight was operating under the provisions of 14 CFR Part 91 without a flight plan. The pilot did not report any injuries. The local flight departed H07 at 1040 and was returning at the time of the accident.

According to the pilot's written statement, he was obtaining flight instruction for the addition of a glider rating and the accident occurred during his first solo flight. The pilot stated the flight was uneventful until he turned onto final approach. The pilot reported that he was high on final and had to slip to lose altitude. The pilot stated that during the slip the glider had "picked up some airspeed." The pilot reported that the glider landed "long, fast, and as a result hit the mound at the edge of the airport perimeter dirt road."

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Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	65, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 26, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	June 5, 2003
Flight Time:	10000 hours (Total, all aircraft), 5 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LET	Registration:	N302SL
Model/Series:	L-13 Blanik	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	026442
Landing Gear Type:	Ski/wheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1100 lbs
Time Since Last Inspection:		Engines:	0
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	St. Louis Soaring Association	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CPS,413 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	243°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	33°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Highland, IL (H07)	Type of Flight Plan Filed:	None
Destination:	Highland, IL (H07)	Type of Clearance:	None
Departure Time:	10:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	Highland-Winet Airport H07	Runway Surface Type:	Grass/turf
Airport Elevation:	537 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2692 ft / 200 ft	VFR Approach/Landing:	Full stop;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:	38.779167,-89.640556

Administrative Information

Investigator In Charge (IIC):	Fox, Andrew
Additional Participating Persons:	Bob Linenweber; Federal Aviation Administration - St. Louis FSDO; St. Ann, MO
Original Publish Date:	June 2, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=58566

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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](#).