Aviation Investigation Final Report

Location:	Sparks, Nevada	**Accident Number:**	LAX04CA220
Date & Time:	May 23, 2004, 19:05 Local	**Registration:**	N53AS
Aircraft:	LET Blanik L-13	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A glider landed long and collided with high vegetation. While on the downwind leg of the traffic pattern, the pilot noted that he was close to the runway. During final approach the glider was above the glide slope, and the pilot elected to deploy full spoilers and configure the glider in a forward slip. Despite his efforts to reduce altitude and airspeed, the pilot could not make the runway and landed the glider in sagebrush located past the end of the runway. The pilot reported no preimpact mechanical malfunctions or failures with the aircraft.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the student pilot's misjudged altitude, distance, and speed, and failure to attain the proper touchdown point, resulting in an overshoot of the runway.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) ALTITUDE - HIGH - PILOT IN COMMAND
2. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND
3. (C) PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings
4. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On May 23, 2004, about 1905 Pacific daylight time, a Let Blanik L-13 glider, N53AS, landed long and collided with terrain and high vegetation at the Air Sailing Gliderport, Sparks, Nevada. Northern California Soaring Association was operating the glider under the provisions of 14 CFR Part 91. The student pilot, the sole occupant, was not injured; the glider sustained substantial damage. The local instructional flight originated Sparks about 1635. Day visual meteorological conditions prevailed, and a flight plan had not been filed.

In a written statement, the pilot reported that he was attempting to land on runway 03. While on the downwind leg of the left traffic pattern, he noted that he was close to the runway. During his left turn to base leg, he realized he had become so close to the runway that he had to immediately make his turn to final approach. The glider was above the glide slope, and the pilot elected to deploy full spoilers and configure the glider in a forward slip. Despite his efforts to reduce altitude and airspeed, the pilot could not make the runway, and the glider collided with sagebrush located past the end of the runway. The glider incurred damage to the horizontal stabilizer, right elevator, and tail cone assembly.

The pilot thought the accident could have been prevented if he had established the glider on the downwind leg. He further added that, while on base leg, he could have maneuvered the glider in abbreviated figure eights, in an effort to reduce altitude. The pilot reported no preimpact mechanical malfunctions or failures with the aircraft.

Pilot Information

Certificate:	Student	**Age:**	44,Male
Airplane Rating(s):	None	**Seat Occupied:**	
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	
Instructor Rating(s):		**Toxicology Performed:**	No
Medical Certification:	None	**Last FAA Medical Exam:**	
Occupational Pilot:		**Last Flight Review or Equivalent:**	
Flight Time:	45 hours (Total, all aircraft), 36 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LET	**Registration:**	N53AS
Model/Series:	Blanik L-13	**Aircraft Category:**	Glider
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	027057
Landing Gear Type:	Tailwheel	**Seats:**	
Date/Type of Last Inspection:		**Certified Max Gross Wt.:**	
Time Since Last Inspection:		**Engines:**	0
Airframe Total Time:		**Engine Manufacturer:**	
ELT:		**Engine Model/Series:**	
Registered Owner:	Northern California Soaring Associaiton	**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:	RNO	**Distance from Accident Site:**	
Observation Time:	18:56 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Few / 10000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	11 knots / 0 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	280°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.87 inches Hg	**Temperature/Dew Point:**	18°C / 0°C
Precipitation and Obscuration:			
Departure Point:	Sparks, NV (NV23)	**Type of Flight Plan Filed:**	None
Destination:	Sparks, NV (NV23)	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	Class G

Airport Information

Airport:	Air Sailing Gliderport NV23	**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:	03	**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	
Total Injuries:	1 None	**Latitude, Longitude:**	39.871944,-119.700836

Administrative Information

Investigator In Charge (IIC):	McKenny, Van
Additional Participating Persons:	Gary Hamlin; Federal Aviation Administration; Reno, NV
Original Publish Date:	September 1, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=59303