



Aviation Investigation Final Report

Location:	Warren, Vermont	Accident Number:	NYC04LA141
Date & Time:	June 16, 2004, 17:20 Local	Registration:	N21VT
Aircraft:	Schleicher ASK-21	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After flying for approximately 2 hours, as the pilots were returning to the airport, the wind "went southwest at 5 knots," decreasing the available lift. Approximately 4 miles from the airport, it became apparent that they were too low to make it to the airport, and they chose a field to land in. While on approach to the field, "persistent sink" made attaining the field "marginal," and it became necessary to increase the pitch of the glider to clear a 15-foot tall tree. As a result, the glider stalled and "mushed" to the ground.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper pre-flight and in-flight planning, which resulted in a forced landing after experiencing a loss of thermal lift. A factor was the loss of thermal lift.

Findings

Occurrence #1: FORCED LANDING

Phase of Operation: APPROACH

Findings

1. (F) WEATHER CONDITION - THERMAL LIFT
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: EMERGENCY LANDING

Findings

4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - GROUND

Factual Information

On June 16, 2004, at 1720 eastern daylight time, a Schleicher ASK-21, N21VT, was substantially damaged during an off airport landing in Warren, Vermont. The two certificated private pilots received minor injuries. Visual meteorological conditions prevailed and no flight plan was filed for the instructional flight conducted under 14 CFR Part 91.

According to the pilot-in-command, the purpose of the flight was to practice cross-country gliding techniques. The pilots departed from the Warren-Sugarbush Airport (0B7), Warren, Vermont, flew about 40 miles to the north, then 20 miles to the southeast, and finally 25 miles to the southwest to return to the airport. The lift was both thermal and ridge lift, with the glider experiencing an average maximum height of 2,800 feet above the ground. After flying for approximately 2 hours, as the pilots were returning to the airport, the wind "went southwest at 5 knots," decreasing the available lift. Approximately 4 miles from the airport, it became apparent that they were too low to make it to the airport, and they chose a field to land in. While on approach to the field, "persistent sink" made attaining the field "marginal," and it became necessary to increase the pitch of the glider to clear a 15-foot tall tree. As a result, the glider stalled and "mushed" to the ground.

The winds reported at the Edward F Knapp State Airport (MPV), Montpelier, Vermont, at 1651, were from 330 degrees at 7 knots.

Pilot Information

Certificate:	Private	Age:	77, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 9, 2004
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	February 3, 2003
Flight Time:	5202 hours (Total, all aircraft), 12 hours (Total, this make and model), 5140 hours (Pilot In Command, all aircraft), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	June 1, 2003
Flight Time:	550 hours (Total, all aircraft), 6 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schleicher	Registration:	N21VT
Model/Series:	ASK-21	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	21266
Landing Gear Type:	None	Seats:	2
Date/Type of Last Inspection:	June 11, 2004 Annual	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:	5 Hrs	Engines:	
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	Sugarbush 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:	MPV,1165 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	16:51 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	24°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Warren , VT (0B7)	Type of Flight Plan Filed:	None
Destination:	Warren , VT (0B7)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	44.116664,-72.826942

Administrative Information

Investigator In Charge (IIC):	Andrews, Jill
Additional Participating Persons:	Sandy Taylor; FAA/FSDO; Portland , ME
Original Publish Date:	July 7, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=59456

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