



Aviation Investigation Final Report

Location:	CHESTER, South Carolina	Accident Number:	ATL85FMG06
Date & Time:	August 20, 1985, 16:10 Local	Registration:	N96AS
Aircraft:	LET L-13	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE GLIDER LANDED ABOUT 150 FT SHORT OF THE RWY ON THE PLTS 1ST SOLO IN THIS ACFT. HE SAID HE NOTICED A RAPID DROP IN ALT AT 55 MPH ON FINAL APPROACH AND BEGAN TO CHANGE SPOILER POSITION TO COMPENSATE. HE COMPLAINED THAT THE STIFFNESS OF THE OPERATION OF THE SPOILERS MAY HAVE MISLED HIM AS TO THE FLT POSITION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. (F) FLT CONTROL SYST, WING SPOILER SYSTEM - BINDING(MECHANICAL)
 4. (C) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	37, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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:	April 9, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	244 hours (Total, all aircraft), 1 hours (Total, this make and model), 112 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LET	Registration:	N96AS
Model/Series:	L-13 L-13	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	027020
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 15, 1985 Annual	Certified Max Gross Wt.:	1102 lbs
Time Since Last Inspection:	30 Hrs	Engines:	Unknown
Airframe Total Time:	94 Hrs	Engine Manufacturer:	NONE
ELT:	Not installed	Engine Model/Series:	NONE
Registered Owner:	BERMUDA HIGH 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:	14:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered	Visibility	1 miles
Lowest Ceiling:	Broken	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	192°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	30°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CHESTER MUNICIPAL 9A6	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Precautionary 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:	34.699138,-81.209739(est)

Administrative Information

Investigator In Charge (IIC): Blackwell, Lewis

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6670>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).