



Aviation Investigation Final Report

Location:	TULLAHOMA, Tennessee	Accident Number:	ATL86LA262
Date & Time:	September 20, 1986, 14:35 Local	Registration:	N6877
Aircraft:	ALEXANDER AS-K13	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING AN AUTOMOBILE TOW/LAUNCH, THE AUTO EXPERIENCED A LOSS OF POWER BEFORE THE GLIDER REACHED A SAFE RELEASE ALTITUDE. THE PILOT HAD STEERED THE GLIDER OFF OF THE PAVED RWY AND WAS UNABLE TO RETURN TO THE RWY. THE GLIDER PILOT WAS FORCED TO LAND IN HIGH FOLIAGE WHERE SUBSTANTIAL DAMAGE WAS SUSTAINED TO THE EMPENNAGE. THE PILOT STATED THAT HAD HE REMAINED OVER THE RWY, THE POSSIBILITY OF LANDING IN THE FOLIAGE WOULD HAVE BEEN AVOIDED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

- Findings
1. (C) GLIDER LAUNCH/TOW EQUIPMENT - UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Findings

2. TERRAIN CONDITION - HIGH VEGETATION
3. (F) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	35, Male
Airplane Rating(s):	None	Seat Occupied:	Rear
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:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	95 hours (Total, all aircraft), 73 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ALEXANDER	Registration:	N6877
Model/Series:	AS-K13 AS-K13	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	13149
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	July 10, 1986 Annual	Certified Max Gross Wt.:	1060 lbs
Time Since Last Inspection:		Engines:	0 Unknown
Airframe Total Time:	485 Hrs	Engine Manufacturer:	NONE
ELT:	Not installed	Engine Model/Series:	NONE
Registered Owner:	UNIVERSITY OF TENNESSEE	Rated Power:	
Operator:		Operating Certificate(s) Held:	
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:	14:35 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered	Visibility	5 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TULLAHOMA , TN (THA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	TULLAHOMA THA	Runway Surface Type:	Grass/turf
Airport Elevation:	1081 ft msl	Runway Surface Condition:	Dry;Snow;Vegetation
Runway Used:	24	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	35.370258,-86.200225(est)

Administrative Information

Investigator In Charge (IIC):	Coleman, Ben
Additional Participating Persons:	CURTIS WILKES; VALLEY , MI
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=7197

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](#).