



# Aviation Investigation Final Report

<b>Location:</b>	Middlefield, Ohio	<b>Accident Number:</b>	CEN10LA035
<b>Date &amp; Time:</b>	November 1, 2009, 16:10 Local	<b>Registration:</b>	N1142
<b>Aircraft:</b>	Blanik L-13	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Aerodynamic stall/spin	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The glider pilot, who was a certificated flight instructor (CFI), reported that he was following the student pilot on the controls during the takeoff climb. He observed the tow plane rock its wings indicating to the glider to “wave off”. The CFI took control of the glider and stated, “It’s my airplane.” He released the tow line, turned 180 degrees to return to the airport, and lowered the nose to increase aircraft energy. The student felt they were too low to the ground and panicked. The student pilot grabbed the controls and pulled back on the stick. The CFI could not overpower the student on the controls and the airplane started to spin left. He picked up the left wing by applying opposite rudder. The glider impacted a tractor dealer’s parking lot. The inspection of the glider revealed that it sustained substantial damage to the fuselage and wings. No pre-impact anomalies were noted.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's improper control inputs which resulted in the inadvertent stall of the glider.

## Findings

<b>Aircraft</b>	Airspeed - Not attained/maintained
<b>Aircraft</b>	Angle of attack - Capability exceeded
<b>Personnel issues</b>	Incorrect action performance - Student/instructed pilot



# Factual Information

## History of Flight

Initial climb	Glider tow event
Initial climb	Low altitude operation/event
Initial climb	Aerodynamic stall/spin (Defining event)
Initial climb	Collision with terr/obj (non-CFIT)

On November 1, 2009, at 1610 eastern standard time, an experimental L-13 Blanik glider, N1142, sustained substantial damage when it impacted terrain after it released the tow line about 200 feet above ground level during takeoff climb from the Geauga County Airport (7G8), Middlefield, Ohio. The certified flight instructor (CFI) and student pilot received serious injuries. The 14 Code of Federal Regulations Part 91 instructional flight was departing 7G8 on a local flight. Visual meteorological conditions prevailed and no flight plan was filed.

The CFI reported that he was following the student pilot on the controls during the takeoff climb. He observed the tow plane rock its wings indicating to the glider to “wave off”. The CFI took control of the glider and stated, “It’s my airplane.” He released the tow line and turned 180 degrees to return to the airport. The CFI lowered the nose to increase aircraft energy. He reported that the student pilot grabbed the controls and pulled back on the stick. He could not overpower the student on the controls and the airplane started to spin left. He picked up the left wing by applying opposite rudder. The glider impacted a tractor dealer’s parking lot. Meanwhile, the tow airplane returned to the airport without incident.

A Federal Aviation Administration inspector interviewed the student pilot. The student pilot stated that she observed several puffs of black smoke coming from the tow airplane. The CFI told her that he had the controls and started a turn back to the airport. She stated that she felt they were too low to the ground and she panicked, grabbed the controls, and pulled back on the stick. She heard the CFI shout, “Don’t stall, don’t stall,” but it was too late and the airplane impacted the ground.

The inspection of the glider revealed that it sustained substantial damage to the fuselage and wings. No pre-impact anomalies were noted.

## Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor; Private	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	Glider	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	May 12, 2008
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 18, 2008
<b>Flight Time:</b>	1840 hours (Total, all aircraft), 10 hours (Total, this make and model), 1730 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Information

<b>Certificate:</b>	Student	<b>Age:</b>	13
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5 hours (Total, all aircraft), 5 hours (Total, this make and model), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

## Information

<b>Certificate:</b>		<b>Age:</b>	
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Blanik	<b>Registration:</b>	N1142
<b>Model/Series:</b>	L-13	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	026315
<b>Landing Gear Type:</b>	Tailwheel; Hull	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	August 27, 2009 Condition	<b>Certified Max Gross Wt.:</b>	1100 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0
<b>Airframe Total Time:</b>	2752 Hrs as of last inspection	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	CLEVELAND SOARING SOCIETY INC	<b>Rated Power:</b>	
<b>Operator:</b>	CLEVELAND SOARING SOCIETY INC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	YNG,1192 ft msl	<b>Distance from Accident Site:</b>	21 Nautical Miles
<b>Observation Time:</b>	15:51 Local	<b>Direction from Accident Site:</b>	135°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 4000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.19 inches Hg	<b>Temperature/Dew Point:</b>	9°C / -1°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Middlefield, OH (7G8 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Middlefield, OH (7G8 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:10 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Geauga County Airport 7G8	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1174 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	29	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3499 ft / 65 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious	<b>Latitude, Longitude:</b>	41.449443,-81.062774(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Silliman, James
<b>Additional Participating Persons:</b>	Ken Shauman; FAA Cleveland FSDO; Cleveland, OH
<b>Original Publish Date:</b>	June 17, 2010
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=74993">https://data.nts.gov/Docket?ProjectID=74993</a>

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](#).