



# Aviation Investigation Final Report

<b>Location:</b>	Benton, Tennessee	<b>Accident Number:</b>	ERA12CA027
<b>Date &amp; Time:</b>	October 14, 2011, 16:00 Local	<b>Registration:</b>	N1339X
<b>Aircraft:</b>	ICA BRASOV IS-29D2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Controlled flight into terr/obj (CFIT)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the glider stated that he was returning to the airport at the conclusion of a 1.5-hour flight. The pilot approached the airport at a slow airspeed and a lower-than-normal altitude due to a misinterpretation of the altimeter reading. The pilot continued the approach for landing, and the glider struck telephone wires on the final leg of the traffic pattern. The glider sustained substantial damage to the wing spar and tailboom. The pilot reported there were no preaccident mechanical malfunctions or anomalies with the glider.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper in-flight planning, which resulted in a low-altitude traffic pattern entry and subsequent collision with telephone wires.

## Findings

<b>Personnel issues</b>	Incorrect action performance - Pilot
<b>Environmental issues</b>	Wire - Contributed to outcome

## Factual Information

### History of Flight

<b>Approach-VFR pattern final</b>	Controlled flight into terr/obj (CFIT) (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	64, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Single
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<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>	October 1, 2011
<b>Flight Time:</b>	3000 hours (Total, all aircraft), 67 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ICA BRASOV	<b>Registration:</b>	N1339X
<b>Model/Series:</b>	IS-29D2	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	92
<b>Landing Gear Type:</b>	Retractable - Tandem	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	794 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	TAMPA BAY SOARING SOCIETY	<b>Rated Power:</b>	
<b>Operator:</b>	TAMPA BAY SOARING SOCIETY	<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>	CHA,682 ft msl	<b>Distance from Accident Site:</b>	32 Nautical Miles
<b>Observation Time:</b>	19:53 Local	<b>Direction from Accident Site:</b>	249°
<b>Lowest Cloud Condition:</b>	Few / 7000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots / 28 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	290°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.86 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Benton, TN (92A )	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	Benton, TN (92A )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Chilhowee Gliderport 92A	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	770 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	03	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2600 ft / 200 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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>	1 None	<b>Latitude, Longitude:</b>	35.255832,-84.584167(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Diaz, Dennis
<b>Additional Participating Persons:</b>	Bruce Bolton; FAA/FSDO; Nashville, TN
<b>Original Publish Date:</b>	February 16, 2012
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=82071">https://data.ntsb.gov/Docket?ProjectID=82071</a>

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