



Aviation Investigation Final Report

Location:	Clermont, Florida	Accident Number:	GAA18CA093
Date & Time:	December 23, 2017, 11:00 Local	Registration:	N389BA
Aircraft:	LET L 23 SUPER BLANIK	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot reported that, during the first solo landing, the glider was "not straight" for the flare, and she attempted to correct with right rudder. Subsequently, she overcorrected, and the glider veered right and struck a hangar.

The glider sustained substantial damage to the fuselage and both wings.

The student pilot reported that there were no preaccident mechanical failures or malfunctions with the glider that would have precluded normal operation.

Probable Cause and Findings

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

The student pilot's failure to maintain directional control during the landing flare.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot
Environmental issues	Airport structure - Effect on equipment

Factual Information

History of Flight

Landing-flare/touchdown	Miscellaneous/other
Landing	Loss of control on ground (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Student	Age:	23,Female
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 10 hours (Total, all aircraft), 7 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LET	Registration:	N389BA
Model/Series:	L 23 SUPER BLANIK NO SERIES	Aircraft Category:	Glider
Year of Manufacture:	2001	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	018803
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 1, 2017 Annual	Certified Max Gross Wt.:	1124 lbs
Time Since Last Inspection:		Engines:	0
Airframe Total Time:	4094 Hrs as of last inspection	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KISM,82 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	15:56 Local	Direction from Accident Site:	108°
Lowest Cloud Condition:	Scattered / 1800 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.23 inches Hg	Temperature/Dew Point:	25°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Groveland, FL (6FL0)	Type of Flight Plan Filed:	None
Destination:	Groveland, FL (6FL0)	Type of Clearance:	None
Departure Time:	10:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	SEMINOLE LAKE 6FLO	Runway Surface Type:	Grass/turf
Airport Elevation:	120 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3000 ft / 200 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	28.405834,-81.837776(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Keith Owens; FAA; Orlando, FL
Original Publish Date:	March 27, 2018
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=96536

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