



National Transportation Safety Board Aviation Accident Final Report

Location:	Middletown, NY	Accident Number:	ERA09CA320
Date & Time:	05/31/2009, 1500 EDT	Registration:	N391BA
Aircraft:	AB SPORTINE AVIACIJA LAK-17A	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot described entering the traffic pattern to land on the grass adjacent to runway 26. The pilot reported that wind was out of the northwest at about 15 knots gusting to about 20 knots. The pilot said that "There was moderate turbulence on downwind which increased on base and final. The glider stalled about 8 feet above touchdown due to insufficient speed for the conditions and landed hard, breaking the tail boom... My speed on base and final was insufficient for the conditions." The pilot reported no mechanical deficiencies or mechanical problems 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 failure to maintain control of the airplane while landing in gusty winds, which resulted in a loss of adequate airspeed and a subsequent aerodynamic stall.

Findings

Aircraft	Performance/control parameters - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Gusts - Ability to respond/compensate (Cause)

Factual Information

History of Flight

Landing-flare/touchdown	Aerodynamic stall/spin (Defining event) Hard landing
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Pilot Information

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
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:	03/30/2008
Flight Time:	402 hours (Total, all aircraft), 41 hours (Total, this make and model), 360 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	AB SPORTINE AVIACIJA	Registration:	N391BA
Model/Series:	LAK-17A	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	120
Landing Gear Type:	Retractable - Tailwheel	Seats:	1
Date/Type of Last Inspection:	10/04/2008, Annual	Certified Max Gross Wt.:	1100 lbs
Time Since Last Inspection:	42 Hours	Engines:	0
Airframe Total Time:	42 Hours at time of accident	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 Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KMGJ, 364 ft msl	Observation Time:	1554 EDT
Distance from Accident Site:	7 Nautical Miles	Direction from Accident Site:	245°
Lowest Cloud Condition:	Few / 70 ft agl	Temperature/Dew Point:	23° C / 7° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	11 knots, 270°	Visibility (RVR):	
Altimeter Setting:	29.71 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Blairstown, NJ (1N7)	Type of Flight Plan Filed:	None
Destination:	Blairstown, NJ (1N7)	Type of Clearance:	None
Departure Time:	1300 EDT	Type of Airspace:	Class G

Airport Information

Airport:	Randall Airport (06N)	Runway Surface Type:	Asphalt; Grass/turf
Airport Elevation:	523 ft	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	2810 ft / 60 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	41.721944, -74.654444

Administrative Information

Investigator In Charge (IIC):	Brian C Rayner	Adopted Date:	11/09/2009
Additional Participating Persons:	Tony Acosta; FAA/FSDO; Teterboro, NJ		
Publish Date:	11/09/2009		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=73961		

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