



# Aviation Investigation Final Report

<b>Location:</b>	PRESCOTT, Arizona	<b>Accident Number:</b>	LAX99LA298
<b>Date &amp; Time:</b>	September 5, 1999, 16:30 Local	<b>Registration:</b>	N612LK
<b>Aircraft:</b>	Lithuanian Factory of Aviation LAK-12	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he was unable to locate suitable thermals to remain aloft while on a cross-country flight and he elected to execute an off-airport landing on a dirt road. During the landing roll, the right wing tip collided with a road sign and the glider ground looped. The pilot reported that he had not experienced any mechanical malfunction with the glider prior to the accident.

## 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 an adequate clearance from ground obstructions during an off-airport landing. The pilot's inability to locate suitable thermal activity to remain aloft is a factor in the accident.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) WEATHER CONDITION - NO THERMAL LIFT
2. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

3. OBJECT - SIGN
4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

On September 5, 1999, about 1630 hours mountain standard time, a Lithuanian Factory of Aviation LAK-12, N612LK, collided with obstacles on the ground while making a forced landing about 12 miles south of Prescott, Arizona. The glider, owned and operated by the pilot, was substantially damaged. The private pilot was not injured. The personal cross-country flight, conducted under the provisions of 14 CFR Part 91, originated from the Pleasant Valley Gliderport, Peoria, Arizona, about 1430, and was en route to the Coyote Run Gliderport in Prescott Valley. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot reported that the glider encountered an extremely heavy sink rate. He could not locate any thermals in the area so he decided to double back to an area where he had previously encountered strong thermal activity. He reported that he still didn't locate any thermals so he decided to look for a suitable landing location. He saw a dead-end service road that paralleled the highway and noted that the road had no traffic and was straight and long. The pilot reported that he made a normal landing, but the right wing clipped a road sign during the landing roll. He estimated that his speed at the time of the collision was approximately 25 to 30 knots. The glider ground looped and rolled onto a grassy knoll between the highway and the service road.

The pilot reported that he hadn't experienced any mechanical malfunction with the glider prior to the accident.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<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 None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	135 hours (Total, all aircraft), 66 hours (Total, this make and model), 90 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Lithuanian Factory of Aviation	<b>Registration:</b>	N612LK
<b>Model/Series:</b>	LAK-12 LAK-12	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	6191
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	April 1, 1999 Annual	<b>Certified Max Gross Wt.:</b>	900 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	Unknown
<b>Airframe Total Time:</b>	110 Hrs	<b>Engine Manufacturer:</b>	
<b>ELT:</b>		<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	ABE DRESLER	<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PRC ,5045 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	16:53 Local	<b>Direction from Accident Site:</b>	330°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	PEORIA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	PRESCOTT VALLEY	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:15 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## 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>	34.620544,-112.420112(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mars, Noelani
<b>Additional Participating Persons:</b>	DAVE BARON; SCOTTSDALE , AZ
<b>Original Publish Date:</b>	August 14, 2001
<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=47287">https://data.nts.gov/Docket?ProjectID=47287</a>

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