



Aviation Investigation Final Report

Location:	Polk City, Florida	Accident Number:	ERA24LA119
Date & Time:	February 15, 2024, 17:10 Local	Registration:	N429SH
Aircraft:	ALEXANDER SCHLEICHER GMBH & CO ASW 27-18	Aircraft Damage:	Substantial
Defining Event:	Loss of lift	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the glider reported that prior to the accident flight, he had not flown in over 90 days. The purpose of the accident flight was to refamiliarize himself with the tasking area of an upcoming soaring contest, with a general aim to stay within gliding distance of the departure gliderport. For about 2 hours, the pilot flew south of the gliderport at altitudes between 3,000 to 4,000 ft above ground level. He then encountered weaker soaring conditions and miscalculated his altitude by 300 ft due to a discrepancy between the glider's primary altimeter and the altitude displayed on his GPS/moving map computer. By that time, he was too low to glide back to the gliderport and elected to land in a field about 5 miles southeast of it. During the landing, the left wing struck a fence and sustained substantial damage. The pilot added that there were no preimpact mechanical malfunctions with the glider.

Probable Cause and Findings

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

The glider pilot's misjudged altitude, which resulted in an off-airport landing and collision with a fence.

Findings

Personnel issues	Identification/recognition - Pilot
Aircraft	Altitude - Not attained/maintained

Factual Information

History of Flight

Enroute-cruise	Loss of lift (Defining event)
Emergency descent	Off-field or emergency landing
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	None	Seat Occupied:	Single
Other Aircraft Rating(s):	Glider	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 20, 2023
Flight Time:	1948 hours (Total, all aircraft), 344 hours (Total, this make and model), 1908 hours (Pilot In Command, all aircraft), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ALEXANDER SCHLEICHER GMBH & CO	Registration:	N429SH
Model/Series:	ASW 27-18 NO SERIES	Aircraft Category:	Glider
Year of Manufacture:	2008	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	29032
Landing Gear Type:	Retractable - Tailwheel	Seats:	1
Date/Type of Last Inspection:	January 11, 2024 Continuous airworthiness	Certified Max Gross Wt.:	1322 lbs
Time Since Last Inspection:		Engines:	0
Airframe Total Time:	1624 Hrs at time of accident	Engine Manufacturer:	
ELT:	C126 installed, not activated	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:	GIF, 143 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	174°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.16 inches Hg	Temperature/Dew Point:	23°C / 11°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:	14:54 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	28.302724,-81.781731(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Joseph Gramzinski; FAA/FSDO; Orlando, FL
Original Publish Date:	April 12, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193828

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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](#).