



National Transportation Safety Board Aviation Accident Data Summary

Location:	FAIRFIELD, PA	Accident Number:	BFO94LA083
Date & Time:	06/01/1994, 1420 EDT	Registration:	N166W
Aircraft:	Schempp-Hirth VENTUS-C	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT REPORTED THAT THE GLIDER SUDDENLY PITCHED UP AS HE DESCENDED THROUGH THE 'START GATE' AT A GLIDER COMPETITION. HE ADMITTED THAT THE PITCH-UP WAS 'PROBABLY PILOT INDUCED.' HE STATED THAT HE THEN HEARD A LOUD CRACKING NOISE AND HIS HAND-HELD RADIO FELL LOOSE IN THE COCKPIT. HE ATTEMPTED TO RETRIEVE THE RADIO, BUT IT BROKE THROUGH THE CANOPY. THE PILOT DECIDED TO EXIT THE AIRPLANE AFTER FAILED ATTEMPTS TO REGAIN CONTROL. HE RELEASED HIMSELF FROM THE SEAT RESTRAINTS AND FELL THROUGH THE PLEXIGLASS CANOPY. HE DEPLOYED HIS PARACHUTE AND LANDED IN A TREE, AND THEN FELL FROM THE TREE ONTO THE GROUND, CAUSING SERIOUS INJURIES. THE UNMANNED GLIDER IMPACTED TERRAIN INVERTED AND WAS SUBSTANTIALLY DAMAGED. NO MECHANICAL MALFUNCTIONS WITH THE FLIGHT CONTROLS, CANOPY, OR SEAT RESTRAINT SYSTEMS WERE FOUND.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN CONTROL OF THE AIRPLANE DURING THE MANEUVER.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Private	Age:	68
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	None
Flight Time:	8763 hours (Total, all aircraft), 830 hours (Total, this make and model), 8500 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schempp-Hirth	Registration:	N166W
Model/Series:	VENTUS-C VENTUS-C	Engines:	Unknown
Operator:	SAVORY, WILLIAM J.	Engine Manufacturer:	
Operating Certificate(s) Held:	None	Engine Model/Series:	
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MDT, 310 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	15 knots / , 280°
Temperature:	28° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	JEFFREY B GUZZETTI,	Adopted Date:	01/12/1995
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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