



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	ELMIRA, NY	<b>Accident Number:</b>	IAD96LA142
<b>Date &amp; Time:</b>	09/01/1996, 1000 EDT	<b>Registration:</b>	N1142S
<b>Aircraft:</b>	Schweizer SGS-1-26E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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On September 1, 1996, at about 1409 eastern daylight time (EDT), N1142S, a Schweizer SGS-1-26E glider, overshot runway 17 during landing at Harris Hill Airport, in Elmira, New York. The student pilot, the sole occupant, was seriously injured. The airplane sustained substantial damage. Visual meteorological conditions prevailed and a flight plan was not filed. The local, instructional flight was conducted under 14 CFR Part 91, and originated from Elmira, New York, at 1320 EDT.

The pilot reported that she completed two successful landings and this was her third solo flight. She said, "...started my landing approach to runway 16 at Harris Hill with the idea of using a slip to lose altitude, if possible. On final I initiated a slip with the spoilers closed so I would not be too low. I then realized I was too low for a slip, but in terminating I ballooned and became concerned with completing successful landing on 16 due to being too high. I then decided to extend my glide path and turn East to land on Harris Hill's auxiliary runway located at the South end of the field. However, my altitude and airspeed were both too low to complete this maneuver...I skidded the glider with the rudder to avoid banking too steeply and this in combination with my low airspeed initiated a stall and spin to the left... ."

According to a Federal Aviation Administration (FAA) Safety Inspector, this was the pilot's third flight in this glider. The glider overshot the runway and slid down an embankment. The pilot stated that "there was no mechanical malfunction and the accident could have been prevented if she had maintained the proper pattern airspeed, flying coordinated at low airspeeds close to the ground, not changing runways at the last minute, and not using a forward slip too low on final with spoilers closed".

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59, Female
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	03/21/1996
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	137 hours (Total, all aircraft), 2 hours (Total, this make and model), 6 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Schweizer	<b>Registration:</b>	N1142S
<b>Model/Series:</b>	SGS-1-26E SGS-1-26E	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	522
<b>Landing Gear Type:</b>	Skid; Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	11/17/1995, Annual	<b>Certified Max Gross Wt.:</b>	700 lbs
<b>Time Since Last Inspection:</b>	38 Hours	<b>Engines:</b>	Unknown
<b>Airframe Total Time:</b>	351 Hours	<b>Engine Manufacturer:</b>	
<b>ELT:</b>		<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	DORIANNE E RIGGS	<b>Rated Power:</b>	
<b>Operator:</b>	HARRIS HILL SOARING CORP.,	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4300 ft agl	Visibility	6 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 13° C
Precipitation and Obscuration:			
Departure Point:	, NY (4NY8)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1320 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	HARRIS HILL (4NY8)	Runway Surface Type:	Asphalt
Airport Elevation:	1700 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	1700 ft / 200 ft	VFR Approach/Landing:	Full Stop

## 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:	

## Administrative Information

Investigator In Charge (IIC):	BEVERLEY DRAKE-NURSE
Additional Participating Persons:	DARLENE SOMERS; ROCHESTER, NY
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .