



# National Transportation Safety Board Aviation Accident Data Summary

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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>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

The pilot reported that she had made two successful landings in the glider, and was on the third solo flight. According to the pilot, she was planning to land on runway 16, but decided at the last minute to change runways. She stated that the altitude and airspeed was inadequate to complete the landing on the new runway. She reported that she skidded the glider with the rudder to avoid banking too steeply and the combination initiated a stall and spin to the left. According to an FAA inspector, this was the pilot's third flight in this glider. The pilot reported that there was no mechanical malfunction, and the accident could have been prevented if she maintained a proper pattern airspeed, not change runways at the last minute, and not use a forward slip too low on final approach with the spoilers closed.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain adequate altitude and airspeed during the landing approach, resulting in a stall/spin and subsequent encounter with an embankment.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH

Findings

1. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

4. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

## Pilot Information

Certificate:	Private	Age:	59
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	Schweizer	Registration:	N1142S
Model/Series:	SGS-1-26E SGS-1-26E	Engines:	Unknown
Operator:	HARRIS HILL SOARING CORP.,	Engine Manufacturer:	
Operating Certificate(s) Held:	None	Engine Model/Series:	
Flight Conducted Under:	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 360°
Temperature:	27° C	Visibility	6 Miles
Precipitation and Obscuration:			
Departure Point:	, NY (4NY8)	Destination:	

## Airport Information

Airport:	HARRIS HILL (4NY8)	Runway Surface Type:	Asphalt
Runway Used:	16	Runway Surface Condition:	Dry
Runway Length/Width:	1700 ft / 200 ft		

## 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): BEVERLEY DRAKE-NURSE      Adopted Date: 03/31/1998

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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.