



National Transportation Safety Board Aviation Accident Final Report

Location:	JONESVILLE, NC	Accident Number:	ATL93LA138
Date & Time:	08/01/1993, 1615 EDT	Registration:	N3WX
Aircraft:	MOLINO OY PIK-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT, UPON REALIZING THAT HE HAD SET UP TOO HIGH ON FINAL APPROACH, RETRACTED LANDING GEAR AND FLAPS AND ATTEMPTED A GO- AROUND. THE GLIDER STALLED AND BEGAN TO SPIN. THE GLIDER CRASHED IN A NOSE LOW, LEFT WING LOW ATTITUDE AND THEN ROLLED ONTO ITS BACK IN A CORNFIELD APPROXIMATELY 1/4 MILE SOUTH OF THE LANDING STRIP. IT WAS REPORTED IN THE PILOT/ OPERATOR REPORT THAT THERE WAS NO STALL WARNING SYSTEM INSTALLED IN THE AIRPLANE.

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 AIRSPEED, WHICH RESULTED IN AN INADVERTENT STALL/SPIN.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

1. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
2. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND

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

Factual Information

On August 1, 1993, at 1615 eastern daylight time, a Molino OY PIK-20, N3WX was substantially damaged following a collision with terrain during an attempted go around at Swan Creek Airport near Jonesville, North Carolina. The glider-only rated private pilot was not injured in the accident. The aircraft was being operated under 14 CFR Part 91 by the pilot. Visual meteorological conditions existed at the time, and no flight plan had been filed for the local, personal flight.

The pilot reported that he was high on his final approach for landing and attempted a go-around. He stated that when he retracted the landing gear and flaps, the aircraft stalled and spiraled into the terrain about 1/4 mile from the runway. The glider impacted on its left wing tip in a nose-low attitude and came to rest inverted in a cornfield.

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	None	Seat Occupied:	Center
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	404 hours (Total, all aircraft), 215 hours (Total, this make and model), 396 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOLINO OY	Registration:	N3WX
Model/Series:	PIK-20 PIK-20	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	20063
Landing Gear Type:	Retractable - Tailwheel	Seats:	1
Date/Type of Last Inspection:	03/04/1993, Annual	Certified Max Gross Wt.:	980 lbs
Time Since Last Inspection:	34 Hours	Engines:	Unknown
Airframe Total Time:	563 Hours	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	JAKE ALSPAUGH	Rated Power:	
Operator:	JAKE ALSPAUGH	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	INT, 970 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1546 EDT	Direction from Accident Site:	30°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31 °C / 12 °C
Precipitation and Obscuration:			
Departure Point:	(78A)	Type of Flight Plan Filed:	None
Destination:	(78A)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	SWAN CREEK (78A)	Runway Surface Type:	Grass/turf
Airport Elevation:	1135 ft	Runway Surface Condition:	
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	2200 ft / 120 ft	VFR Approach/Landing:	Go Around

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROFF H SASSER	Report Date:	12/02/1994
Additional Participating Persons:	JANE T LAMBERT; WINSTON-SALEM, NC		
Publish Date:			
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).