



National Transportation Safety Board Aviation Accident Final Report

Location:	HEBER CITY, UT	Accident Number:	SEA93LA005
Date & Time:	10/01/1992, 1430 MDT	Registration:	N2763H
Aircraft:	SCHWEIZER SSG 2-33A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT ATTEMPTED TO MAKE AN AERO-TOW TAKEOFF IN THE FUSELAGE WHEEL LANDING GEAR EQUIPPED GLIDER WITH THE LEFT WING SKID ON THE RUNWAY. THE ACFT DRIFTED LEFT AT THE BEGINNING OF THE TAKEOFF ROLL AND THE LEFT WING IMPACTED A TAXIWAY SIGN BESIDE THE RUNWAY WHEN THE ACFT REACHED ABOUT 5 MPH.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
THE PROPER ALIGNMENT WAS NOT MAINTAINED BY THE PILOT. A FACTOR RELATING TO THE ACCIDENT WAS THE SIGN LOCATED BESIDE THE RUNWAY.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) OBJECT - SIGN
2. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	None	Seat Occupied:	Front
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:	None Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	185 hours (Total, all aircraft), 87 hours (Total, this make and model), 165 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHWEIZER	Registration:	N2763H
Model/Series:	SSG 2-33A SSG 2-33A	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	513
Landing Gear Type:		Seats:	2
Date/Type of Last Inspection:	09/28/1992, Annual	Certified Max Gross Wt.:	1040 lbs
Time Since Last Inspection:		Engines:	0 Unknown
Airframe Total Time:	2128 Hours	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	ROWSER, LELAND C.	Rated Power:	
Operator:	ROWSER, LELAND C.	Operating Certificate(s) Held:	None
Operator Does Business As:	HIGH VALLEY AVIATION	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PVU, 4491 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1434 MDT	Direction from Accident Site:	265°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 2° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1430 MDT	Type of Airspace:	Class G

Airport Information

Airport:	HEBER VALLEY (36U)	Runway Surface Type:	Asphalt
Airport Elevation:	5630 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	6900 ft / 75 ft	VFR Approach/Landing:	None

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):	PRENTISS E MANGUM	Report Date:	07/26/1993
Additional Participating Persons:	TOM ARNOLD; SALT LAKE CITY, UT		
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.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).