



National Transportation Safety Board Aviation Accident Final Report

Location:	LOCKPORT, NY	Accident Number:	NYC91LA228
Date & Time:	09/01/1991, 1115 EDT	Registration:	N55SM
Aircraft:	Sportavia-Putzer RF5B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE POWERED GLIDER WAS MAKING A LANDING, WHEN THE PILOT ENCOUNTERED TURBULENCE AND WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL. HE APPLIED RUDDER AND AILERON CORRECTION, BUT THE GLIDER DRIFTED OFF THE RUNWAY AND STRUCK SOME TREES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL OF THE GLIDER DURING LANDING. A FACTOR RELATED TO THE ACCIDENT WAS THE TURBULENCE ENCOUNTERED ON APPROACH.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - TURBULENCE
 2. (C) DISTANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
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:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/17/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1250 hours (Total, all aircraft), 100 hours (Total, this make and model), 1200 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Sportavia-Putzer	Registration:	N55SM
Model/Series:	RF5B RF5B	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	51053
Landing Gear Type:	Ski/wheel	Seats:	2
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LIMBACH
ELT:	Not installed	Engine Model/Series:	SL100E
Registered Owner:	CAMBRIA FLYING CLUB INC.	Rated Power:	68 hp
Operator:	DONALD G. HOBEL	Operating Certificate(s) Held:	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 / 2500 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1115 EDT	Type of Airspace:	

Airport Information

Airport:	LOCKPORT CAMBRIA (62NY)	Runway Surface Type:	Grass/turf
Airport Elevation:	410 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	
Runway Length/Width:	2500 ft / 60 ft	VFR Approach/Landing:	Full Stop

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):	Charles F Leonard	Report Date:	05/03/1993
Additional Participating Persons:	ASI PEDRO L. MUNOZ; ROCHESTER, NY		
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/ .		

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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](#).