



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MONTEVALLO, AL	<b>Accident Number:</b>	ATL90LA125
<b>Date &amp; Time:</b>	06/02/1990, 1430 CDT	<b>Registration:</b>	N34431
<b>Aircraft:</b>	Schweizer SGS 1-26E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PRIVATE GLIDER PILOT WAS ATTEMPTING AN AEROTOW TAKEOFF UTILIZING A CESSNA 150 AS A TOW PLANE. DURING THE TAKEOFF, THE TOW PLANE ABORTED THE TAKEOFF. WHEN THE GLIDER PILOT REALIZED THAT THE TOW PLANE HAD ABORTED THE TAKEOFF, HE WAS ALREADY AIRBORNE AND DID NOT HAVE SUFFICIENT RUNWAY LEFT TO LAND. WHILE MANEUVERING THE AIRCRAFT FOR AN EMERGENCY LANDING, THE AIRCRAFT STALLED AND COLLIDED WITH THE TERRAIN. SUBSEQUENT INVESTIGATION REVEALED NO MECHANIC MALFUNCTIONS WITH EITHER THE GLIDER OR THE TOW PLANE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INATTENTIVENESS OF THE GLIDER PILOT TO THE ABORTED TAKEOFF OF THE TOW PLANE, WHICH RESULTED IN HIS DELAYED ACTION IN ATTEMPTING TO EXECUTE A FORCED LANDING. THESE ACTIONS RESULTED IN AN INADVERTENT STALL AND THE AIRCRAFT COLLIDED WITH THE TERRAIN.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
2. (C) INATTENTIVE - PILOT IN COMMAND

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

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	73, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<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>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	300 hours (Total, all aircraft), 120 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Schweizer	<b>Registration:</b>	N34431
<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>		<b>Serial Number:</b>	631
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	700 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	0 Unknown
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	BIRMINGHAM SOARING SOCIETY	<b>Rated Power:</b>	
<b>Operator:</b>	BIRMINGHAM SOARING SOCIETY	<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:	BHM, 644 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	1450 CDT	Direction from Accident Site:	10°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	12 Miles
Lowest Ceiling:	Broken / 4200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1400 CDT	Type of Airspace:	

## Airport Information

Airport:	FLYING X (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	2400 ft / 80 ft	VFR Approach/Landing:	None

## 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):	SCOTT STRICKLAND	Report Date:	10/02/1992
Additional Participating Persons:	MIKE MORGAN; BIRMINGHAM, AL		
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 <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> .		

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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](#).