



National Transportation Safety Board Aviation Accident Final Report

Location:	MONTAGUE, CA	Accident Number:	LAX88LA247
Date & Time:	07/01/1988, 1530 PDT	Registration:	N2726Z
Aircraft:	SCHWEIZER SGS-1-26A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING A PLEASURE FLIGHT, THE LAST TRANSMISSION BY THE PILOT STATED HE WAS GOING TO SEE WHAT THE GLIDER COULD DO BESIDES STRAIGHT AND LEVEL FLIGHT. WITNESSES IN THE AREA REPORTED THAT THEY HEARD A LOUD POP AND OBSERVED THE GLIDER, MINUS THE LEFT WING, IN A VERTICAL DESCENT AND COLLIDE WITH THE TERRAIN. THE WING SPAR BROKE TWO FEET FROM THE ROOT. A METALLURGICAL TEST PERFORMED ON THE SPAR REPORTED THAT THE SPAR BROKE IN A POSITIVE (UP) OVERLOAD. POST ACC INVEST REVEALED THE ACFT WAS PLACARDED FOR PLT WT NOT TO EXCEED 166 LBS. THE REC PLT WEIGHED 210 LBS. A SCHWEIZER SERVICE BULLETIN RESTRICTS THIS SAILPLANE FROM AEROBATICS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: MANEUVERING

Findings

1. (C) WING,SPAR - OVERLOAD
2. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
3. (F) AIRCRAFT WEIGHT AND BALANCE - EXCESSIVE - PILOT IN COMMAND
4. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	59, 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:	Yes
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Unknown None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	775 hours (Total, all aircraft), 103 hours (Total, this make and model), 734 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHWEIZER	Registration:	N2726Z
Model/Series:	SGS-1-26A SGS-1-26A	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	245
Landing Gear Type:	Skid; Tailwheel	Seats:	1
Date/Type of Last Inspection:	06/16/1988, Annual	Certified Max Gross Wt.:	575 lbs
Time Since Last Inspection:	25 Hours	Engines:	0 Unknown
Airframe Total Time:	360 Hours	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	WEATHERS, TERRY M.	Rated Power:	
Operator:	MONTAGUE AVIATION	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:	Clear / 0 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C / 14° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1400 PDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	DEBRA J ECKROTE	Report Date:	11/07/1989
Additional Participating Persons:	DAN ABDON; SACRAMENTO, CA		
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 pubinquiry@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](#).