



# National Transportation Safety Board Aviation Accident Data Summary

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

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## 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

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

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

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

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	59
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	Glider
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	SCHWEIZER	<b>Registration:</b>	N2726Z
<b>Model/Series:</b>	SGS-1-26A SGS-1-26A	<b>Engines:</b>	0 Unknown
<b>Operator:</b>	MONTAGUE AVIATION	<b>Engine Manufacturer:</b>	
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Witness
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / , 50°
<b>Temperature:</b>	29° C	<b>Visibility</b>	40 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	DEBRA J ECKROTE	<b>Adopted Date:</b>	11/07/1989
<b>Investigation Docket:</b>	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:pubin@ntsb.gov">pubin@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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