



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	DILLINGHAM FLD, HI	<b>Accident Number:</b>	LAX86FJA01
<b>Date &amp; Time:</b>	04/02/1986, 1330 HST	<b>Registration:</b>	N1189S
<b>Aircraft:</b>	Schweizer 2-32	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None

**Flight Conducted Under:** Part 91: General Aviation - - Sightseeing

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## Analysis

THE GLIDER COLLIDED WITH A POWER LINE AS THE PLT MANEUVERED DOWN A VALLEY TO RECOVER SOME AIRSPEED THAT HAD BEEN LOST ALONG A RIDGELINE. THE VERTICAL FIN AND RUDDER WERE DAMAGED ALONG THE TOP 18 INCHES BUT THE ACFT WAS LANDED WITHOUT FURTHER INCIDENT.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING

### Findings

1. (F) OBJECT - WIRE, TRANSMISSION
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (C) LOW PASS - PERFORMED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight Engineer	<b>Age:</b>	27, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/23/1985
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	1293 hours (Total, all aircraft), 364 hours (Total, this make and model), 1136 hours (Pilot In Command, all aircraft), 350 hours (Last 90 days, all aircraft), 117 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Schweizer	<b>Registration:</b>	N1189S
<b>Model/Series:</b>	2-32 2-32	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	62
<b>Landing Gear Type:</b>	Retractable -	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	03/13/1986, 100 Hour	<b>Certified Max Gross Wt.:</b>	1430 lbs
<b>Time Since Last Inspection:</b>	58 Hours	<b>Engines:</b>	Unknown
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>		<b>Rated Power:</b>	
<b>Operator:</b>	HONOLULU SOARING	<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:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	MOKUTEIA, HI (HDH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	1300 W	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	THOMAS T MURATA	Report Date:	
Additional Participating Persons:	PATRICIA M ORCUTT DAVIDSON LUEHRING		
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> .		

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](#).