



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - - Sightseeing		

## 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

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

## Findings

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

## Pilot Information

<b>Certificate:</b>	Commercial; Flight Engineer	<b>Age:</b>	27
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	Airplane Single-engine
<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>Engines:</b>	Unknown
<b>Operator:</b>	HONOLULU SOARING	<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 - - Sightseeing		

## 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>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	20 knots / 30 knots, 110°
<b>Temperature:</b>		<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	MOKUTEIA, HI (HDH)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<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>	THOMAS T MURATA	<b>Adopted Date:</b>	
<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: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.