



National Transportation Safety Board Aviation Accident Final Report

Location:	COLORADO SPRING, CO	Accident Number:	DEN84LA035
Date & Time:	12/01/1983, 1304 MST	Registration:	N3621B
Aircraft:	SCHWEIZER SGS1-36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT REPORTED THAT DURING HIS APCH TO LAND, THE GLIDER ENCOUNTERED TURBULENCE. HE STATED THAT HE WAS 'UNABLE TO MAINTAIN DIRECTIONAL CONTROL ON LANDING CONTACT WITH GROUND.' THE GLIDER TOUCHED DOWN IN A LEFT YAW. SHORTLY AFTER TOUCHDOWN, HE REGAINED DIRECTIONAL CONTROL & CONTINUED THE LANDING TO A NORMAL STOP. A POST FLT EXAM REVEALED DAMAGE TO THE GLIDER'S GEAR BOX. THE PLT BELIEVED THAT THE TURBULENCE MIGHT HAVE BEEN ASSOCIATED WITH A ROTOR IN THE 3RD STANDING WAVE CYCLE OF A MOUNTAIN WAVE.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (F) WEATHER CONDITION - MOUNTAIN WAVE
3. (F) WEATHER CONDITION - TURBULENCE
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	56, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Glider	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/28/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2539 hours (Total, all aircraft), 5 hours (Total, this make and model), 2358 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHWEIZER	Registration:	N3621B
Model/Series:	SGS1-36 SGS1-36	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	36
Landing Gear Type:		Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	840 lbs
Time Since Last Inspection:		Engines:	Unknown
Airframe Total Time:	219 Hours	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	FRANCIS E. HARRINGTON, III	Rated Power:	
Operator:	ROGER W. MASON	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	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	30 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1002 MST	Type of Airspace:	Class E

Airport Information

Airport:	BLACK FOREST GLIDER PORT (C026)	Runway Surface Type:	Grass/turf
Airport Elevation:	7180 ft	Runway Surface Condition:	Snow--compacted
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	5200 ft / 20 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	GREGORY A FEITH	Report Date:	
Additional Participating Persons:			
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/ .		

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](#).