



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Jackson, WY	<b>Accident Number:</b>	DEN02LA067
<b>Date &amp; Time:</b>	07/01/2002, 1650 MDT	<b>Registration:</b>	N33515
<b>Aircraft:</b>	Schreder RS-15	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The glider was observed circling the summit block of Grand Teton Mountain. A witness reported seeing the glider proceed southeast to northwest. The glider's left wing contacted the mountain approximately 150 feet below the summit. The witness reported seeing the wing crumple and then hearing a loud noise. The glider then disappeared behind the north side of the mountain. The wreckage was located the following morning. The glider wreckage was spread down the north face of Grand Teton Mountain beginning approximately 200 feet below the summit and extending down the mountain approximately 1,500 feet. A wing was identified as resting approximately 700 feet below the summit in the wreckage path. The reported weather in the area, about the time of the accident, was clear skies, visibility 10 statute miles, temperature 75 degrees F, winds 240 degrees at 19 knots with gusts to 28 knots, and an altimeter setting of 30.18 inches of Mercury.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain adequate clearance from the mountain summit.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING

### Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - GUSTS

## Factual Information

On July 1, 2002, at 1650 mountain daylight time, a Schreder RS-15 glider, N33515, piloted by a commercial glider pilot, was destroyed when it impacted on the north face of Grand Teton Mountain (elevation 13,770 feet mean sea level), approximately 200 feet below the summit. The accident site was located 17 miles north of Jackson, Wyoming. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under the provisions of Title 14 CFR Part 91 without a flight plan. The pilot sustained fatal injuries. The local flight originated at Driggs, Idaho, approximately 1600.

A witness observed the glider circling the summit block of Grand Teton Mountain. The witness reported seeing the glider proceed southeast to northwest. The glider's left wing contacted the mountain approximately 150 feet below the summit. The witness reported seeing the wing crumple and then hearing a loud noise. The glider then disappeared behind the north side of the mountain.

Ground observers for the National Park Service reported locating the wreckage the following morning. The glider wreckage was spread down the north face of Grand Teton Mountain beginning approximately 200 feet below the summit and extending down the mountain approximately 1,500 feet. A wing was identified as resting approximately 700 feet below the summit in the wreckage path.

At 1658, the Aviation Routine Weather Report for Jackson Hole Airport, 144 degrees at 8 miles from the accident site, was clear skies, visibility 10 statute miles, temperature 75 degrees Fahrenheit, dew point not reported, winds 240 degrees at 19 knots with gusts to 28 knots, and an altimeter setting of 30.18 inches of Mercury.

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Glider	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	497 hours (Total, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Schreder	Registration:	N33515
Model/Series:	RS-15	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	10
Landing Gear Type:	Retractable - Ski/wheel	Seats:	1
Date/Type of Last Inspection:		Certified Max Gross Wt.:	940 lbs
Time Since Last Inspection:		Engines:	
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	David A. Ryhti	Rated Power:	
Operator:	David A. Ryhti	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JAC, 6445 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	1658 MDT	Direction from Accident Site:	144°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	18 knots / 28 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.18 inches Hg	Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:	Driggs, ID (U59)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1600 MDT	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:	43.733333, -110.803333

## Administrative Information

**Investigator In Charge (IIC):** David C Bowling **Report Date:** 01/16/2003

**Additional Participating Persons:** Mike Maglione; Federal Aviation Administration; Casper, WY

**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 [pubinq@ntsb.gov](mailto:pubinq@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](#).