



National Transportation Safety Board Aviation Accident Final Report

Location:	Wurstboro, NY	Accident Number:	ERA11CA323
Date & Time:	06/01/2011, 1544 EDT	Registration:	N2656H
Aircraft:	SCHWEIZER SGS 2-33A	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The pilot of the glider was receiving a biennial flight review from a flight instructor. They completed two uneventful flights prior to the accident flight. According to the flight instructor, during the third flight, with the pilot under evaluation at the controls, the glider was approximately 500 feet above the ground, 2,000 feet from the end of the turf runway, and slightly slow in the flight instructor's judgment. To correct for the airspeed deficiency, the flight instructor manipulated the flight controls forward and told the pilot to increase the airspeed due to the strong headwind. According to the pilot, the airspeed varied 15 mph during the approach and the glider was descending fast, when he relinquished control of the glider to the flight instructor. The flight instructor stated that he did not assume control of glider, which was abnormally low but still within a good safety margin to land, in his judgment. About 200 feet above ground level, the glider encountered a downdraft for approximately four seconds. Then, when the glider was 75 feet above ground level, it banked violently to the right. The glider impacted trees, a berm, and a guard rail resulting in substantial damage to the fuselage and empennage. The flight instructor further stated that he never had any doubt that the pilot was in control of the glider, while the pilot under evaluation asserted the instructor stated he had control after the plane began a rapid descent on final approach. Both pilots reported there were no preexisting mechanical anomalies with the glider. The wind reported at an airport 10 miles to the southeast of the accident location was from 220 degrees 14 knots gusting to 21 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flying pilot's failure to maintain aircraft control and the flight instructor's inadequate supervision while landing with a gusting wind. Contributing to the accident was the lack of communication between the flight instructor and pilot under evaluation regarding who was manipulating the controls.

Findings

Aircraft	Lateral/bank control - Not attained/maintained (Cause)
Personnel issues	Monitoring other person - Instructor/check pilot (Cause) Aircraft control - Pilot (Cause) Lack of communication - Pilot (Factor) Lack of communication - Instructor/check pilot (Factor)
Environmental issues	Gusts - Not specified

Factual Information

History of Flight

Approach-VFR pattern final	Loss of control in flight (Defining event)
Landing	Collision during takeoff/land

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	26, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last Medical Exam:	11/19/2010
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	12/16/2010
Flight Time:	980 hours (Total, all aircraft), 470 hours (Total, this make and model), 861 hours (Pilot In Command, all aircraft), 49 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Student Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	76
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Glider; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	07/22/2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	07/03/2009
Flight Time:	4000 hours (Total, all aircraft), 500 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	SCHWEIZER	Registration:	N2656H
Model/Series:	SGS 2-33A	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	436
Landing Gear Type:	Ski/wheel; Tailwheel	Seats:	2
Date/Type of Last Inspection:	08/17/2010, Annual	Certified Max Gross Wt.:	1040 lbs
Time Since Last Inspection:		Engines:	0
Airframe Total Time:	5259 Hours	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	Waco Transport Business Trust	Rated Power:	
Operator:	Wurstboro Flight Management	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	MGJ, 364 ft msl	Observation Time:	1554 EDT
Distance from Accident Site:	10 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	150°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	31° C / 23° C
Lowest Ceiling:	None	Visibility	7 Miles
Wind Speed/Gusts, Direction:	14 knots/ 21 knots, 220°	Visibility (RVR):	
Altimeter Setting:	29.86 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Wurstboro, NY (N82)	Type of Flight Plan Filed:	None
Destination:	Wurstboro, NY (N82)	Type of Clearance:	None
Departure Time:	1400 EDT	Type of Airspace:	

Airport Information

Airport:	Wurtsboro - Sullivan County (N82)	Runway Surface Type:	Asphalt
Airport Elevation:	560 ft	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	3592 ft / 60 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

Administrative Information

Investigator In Charge (IIC):	Luke Schiada	Adopted Date:	08/22/2011
Additional Participating Persons:	Alan Miller; FAA/FSDO; Albany, NY		
Publish Date:	08/22/2011		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=79284		

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