



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|---|-------------------------|------------|
| Location: | Wurstboro, NY | Accident Number: | ERA11CA323 |
| Date & Time: | 06/01/2011, 1544 EDT | Registration: | N2656H |
| Aircraft: | SCHWEIZER SGS 2-33A | 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.

Flight Events

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

Probable Cause

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-Aircraft oper/perf/capability-Performance/control parameters-Lateral/bank control-Not attained/maintained - C
Personnel issues-Psychological-Attention/monitoring-Monitoring other person-Instructor/check pilot - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Personnel issues-Task performance-Communication (personnel)-Lack of communication-Pilot - F
Personnel issues-Task performance-Communication (personnel)-Lack of communication-Instructor/check pilot - F

Environmental issues-Conditions/weather/phenomena-Wind-Gusts-Not specified

Flight Instructor Information

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|----------------------------------|--|------------------------------|--------|
| Certificate: | Flight Instructor; Commercial | Age: | 26 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | Glider | Instructor Rating(s): | Glider |
| 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

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|----------------------------------|--|------------------------------|---|
| Certificate: | Flight Instructor; Commercial | Age: | 76 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | Glider | Instructor Rating(s): | Airplane Single-engine; Glider; Instrument Airplane |
| 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

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|---|---|-----------------------------|--------|
| Aircraft Manufacturer: | SCHWEIZER | Registration: | N2656H |
| Model/Series: | SGS 2-33A | Engines: | 0 |
| Operator: | Wurstboro Flight Management | Engine Manufacturer: | |
| Air Carrier Operating Certificate: | None | Engine Model/Series: | |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Meteorological Information and Flight Plan

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|---|----------------------------------|-------------------------------------|------------------------------|
| Observation Facility, Elevation: | MGJ, 364 ft msl | Weather Information Source: | Weather Observation Facility |
| Conditions at Accident Site: | Visual Conditions | Lowest Ceiling: | None |
| Condition of Light: | Day | Wind Speed/Gusts, Direction: | 14 knots/ 21 knots, 220° |
| Temperature: | 31°C / 23°C | Visibility | 7 Miles |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Wurstboro, NY (N82) | Destination: | Wurstboro, NY (N82) |

Airport Information

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|-----------------------------|-----------------------------------|----------------------------------|---------|
| Airport: | Wurtsboro - Sullivan County (N82) | Runway Surface Type: | Asphalt |
| Runway Used: | 23 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 3592 ft / 60 ft | | |

Wreckage and Impact Information

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

Administrative Information

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|-------------------------------|---|---------------|------------|
| Investigator In Charge (IIC): | Luke Schiada | Adopted 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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