



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Middletown, NY | Accident Number: | ERA14CA274 |
| Date & Time: | 06/01/2014, 1645 EDT | Registration: | N7638 |
| Aircraft: | SCHWEIZER SGS 1 34 | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control in flight | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

According to the pilot, she flew the glider into the landing pattern and checked the airbrakes. She lined the glider up to land on the grass runway, but landed close to its right side where other aircraft were parked. Upon touchdown, the glider bounced. The pilot added left stick and rudder, but the glider veered to the right and hit an airplane parked off side of the runway, resulting in substantial damage to the glider's right wing. The pilot did not report any preexisting mechanical anomalies that would have precluded normal operation.

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 directional control during a bounced landing.

Findings

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|-----------------------------|---|
| Aircraft | Directional control - Not attained/maintained (Cause) |
| Personnel issues | Aircraft control - Pilot (Cause) |
| Environmental issues | Aircraft - Contributed to outcome |

Factual Information

History of Flight

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| Landing-flare/touchdown | Loss of control in flight (Defining event) |
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Pilot Information

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|---------------------------|--|-----------------------------------|------------|
| Certificate: | Private | Age: | 36 |
| Airplane Rating(s): | None | Seat Occupied: | Single |
| Other Aircraft Rating(s): | Glider | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | None | Last Medical Exam: | |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | 10/07/2012 |
| Flight Time: | 87 hours (Total, all aircraft), 1 hours (Total, this make and model), 19 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 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: | N7638 |
| Model/Series: | SGS 1 34 | Aircraft Category: | Glider |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 18 |
| Landing Gear Type: | Other Launch/Recovery System; Skid; | Seats: | 1 |
| Date/Type of Last Inspection: | 07/16/2013, Annual | Certified Max Gross Wt.: | 840 lbs |
| Time Since Last Inspection: | | Engines: | |
| Airframe Total Time: | 2176 Hours | Engine Manufacturer: | |
| ELT: | Not installed | Engine Model/Series: | |
| Registered Owner: | VALLEY SOARING CLUB INC | Rated Power: | |
| Operator: | VALLEY SOARING CLUB INC | Air Carrier Operating Certificate: | None |

Meteorological Information and Flight Plan

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|----------------------------------|----------------------------------|------------------------------|-------------------|
| Observation Facility, Elevation: | | Observation Time: | |
| Distance from Accident Site: | | Condition of Light: | Day |
| Direction from Accident Site: | | Conditions at Accident Site: | Visual Conditions |
| Lowest Cloud Condition: | Scattered | Temperature/Dew Point: | 18°C / 11°C |
| Lowest Ceiling: | Broken | Visibility | 10 Miles |
| Wind Speed/Gusts, Direction: | 3 knots, Variable | Visibility (RVR): | |
| Altimeter Setting: | 30.35 inches Hg | Visibility (RVV): | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Middletown, NY (06N) | Type of Flight Plan Filed: | None |
| Destination: | Middletown, NY (06N) | Type of Clearance: | None |
| Departure Time: | 1555 EDT | Type of Airspace: | |

Airport Information

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|----------------------|-----------------------|---------------------------|----------------------------|
| Airport: | Randall Airport (06N) | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 523 ft | Runway Surface Condition: | Dry; Vegetation |
| Runway Used: | 8 | IFR Approach: | None |
| Runway Length/Width: | 2811 ft / 90 ft | VFR Approach/Landing: | Full Stop; Traffic Pattern |

Wreckage and Impact Information

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|---------------------|--------|---------------------|-------------|
| 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 | | |

Administrative Information

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|-----------------------------------|---|---------------|------------|
| Investigator In Charge (IIC): | Paul R Cox | Adopted Date: | 07/30/2014 |
| Additional Participating Persons: | Gregory Pionzio; FAA/FSDO; Teterboro, NJ | | |
| Publish Date: | 07/09/2015 | | |
| 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=89335 | | |

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.