



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Independence, WI	<b>Accident Number:</b>	GAA19CA338
<b>Date &amp; Time:</b>	06/10/2019, 1449 CDT	<b>Registration:</b>	N962JH
<b>Aircraft:</b>	PZL-SWIDNIK PW-5	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of lift	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The pilot of the glider reported that, en route to his destination, the glider lost lift, so he diverted to a corn field for landing. During the landing, the glider bounced, and "the canopy popped off of the fuselage" and broke into several pieces.

The glider sustained substantial damage to the canopy.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the glider that would have precluded normal operation. Although the pilot said he bumped the canopy during the bounced landing, it could not be determined if that or some other mechanism caused the canopy to separate.

## Probable Cause and Findings

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

The separation of the canopy from the glider during an off-airport landing for reasons that could not be determined.

## Findings

---

<b>Aircraft</b>	Flight compartment windows - Not specified (Cause)
-----------------	----------------------------------------------------

## Factual Information

### History of Flight

Enroute	Loss of lift (Defining event)
Landing	Off-field or emergency landing Part(s) separation from AC

### Pilot Information

Certificate:	Private	Age:	69, Male
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 FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	09/17/2017
Flight Time:	(Estimated) 368 hours (Total, all aircraft), 158 hours (Total, this make and model), 352 hours (Pilot In Command, all aircraft), 19.1 hours (Last 90 days, all aircraft), 10.3 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	PZL-SWIDNIK	Registration:	N962JH
Model/Series:	PW-5	Aircraft Category:	Glider
Year of Manufacture:	1997	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17.07.018
Landing Gear Type:	None	Seats:	1
Date/Type of Last Inspection:	08/14/2018, Annual	Certified Max Gross Wt.:	661 lbs
Time Since Last Inspection:		Engines:	0
Airframe Total Time:	407 Hours as of last inspection	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KBCK, 837 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	1955 UTC	Direction from Accident Site:	105°
Lowest Cloud Condition:	Scattered / 7500 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 16 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	24° C / 4° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Stanton, MN (SYN)	Type of Flight Plan Filed:	None
Destination:	Black River Falls, WI (BCK)	Type of Clearance:	None
Departure Time:	1234 CDT	Type of Airspace:	Class G

## 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:	44.362222, -91.391389 (est)

## Administrative Information

Investigator In Charge (IIC):	Eric M Gutierrez	Report Date:	11/06/2019
Additional Participating Persons:	Jon H Weston; FAA; Milwaukee, WI		
Publish Date:	11/06/2019		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=99621">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=99621</a>		

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](#).