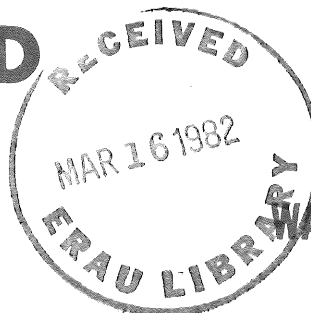
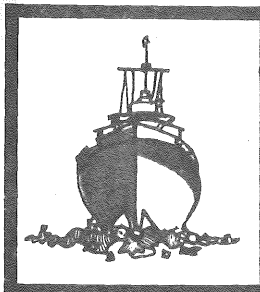
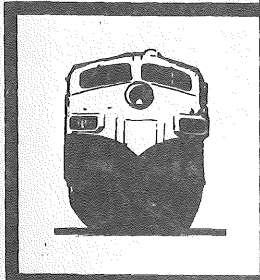




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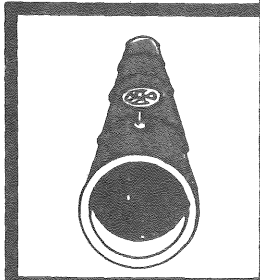


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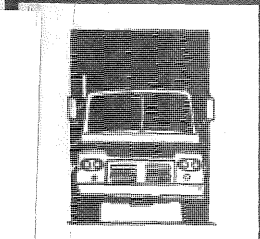
BRIEFS OF ACCIDENTS INVOLVING GLIDERS

U.S. GENERAL AVIATION
1979



NTSB-AMM-81-13

C.1



UNITED STATES GOVERNMENT

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FOREWORD

This publication contains reports of U.S. General Aviation glider accidents in Brief format arranged by state and date of occurrence. In addition, this publication includes several statistical tables which tabulate and summarize selected accident information, such as type of accident, phase of operation, injuries, cause/factors and pilot age.

In 1979, U.S. General Aviation gliders were involved in 54 total and 2 fatal accidents. In comparison, the entire General Aviation fleet incurred 4,023 total accidents, 678 of which were fatal.

The enclosed computer briefs are the reports of the National Transportation Safety Board and thereby subject to the limitations of 49 USC 1441(e) which states:

"No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damages growing out of any matter mentioned in such report or reports."

In reading these reports, it should be borne in mind that they are produced directly from coded records on magnetic tape by electronic data processing equipment. Also, in reading the text, it must be borne in mind that computer language is utilized, thus requiring a number of abbreviations due to spacing limitations. Caution should be exercised in reading the Briefs of Accidents, especially those containing abbreviations in phrases and sentences.

Collisions between aircraft are treated as one accident. A coded analysis is done on each aircraft involved in a collision. This produces two aircraft accident records per accident. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents.

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be reproduced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

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EXPLANATORY NOTES

U.S. GENERAL AVIATION

U.S. general aviation refers to the operations of U.S. civil aircraft owned and operated by persons, businesses, corporations, etc., excluding the operations of U.S. air carriers.

U.S. AIR CARRIER

U.S. air carrier operations include the following three operational categories:
1) certificated route air carriers 2) supplemental air carriers and 3) commercial operators of large aircraft.

DEFINITIONS

The following definitions contained in CFR 49, Part 830, paragraph 830.2 apply when used in this publication.

Aircraft Accident

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

Fatal Injury

Any injury which results in death within 30 days of the accident.

Serious Injury

Any injury which 1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); 3) involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; 4) involves injury to any internal organ; or 5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

Substantial Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component.
2) Engine failure, damage limited to an engine, bent fairings or cowlings, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "substantial damage" for the purpose of this part.

EXPLANATORY NOTES

INJURY INDEX

Injury index refers to the highest degree of personal injury sustained as a result of the accident.

TYPE OF ACCIDENT

Type of accident relates to the immediate circumstances of the occurrence. Many accidents involve a series of circumstances and therefore require a second type to more fully describe the sequence of events. Some examples of types of accidents are as follows:

Gear Collapsed

Collapse of the landing gear due to mechanical failure other than malfunction of the retracting mechanism.

Gear Retracted

Retraction of the landing gear due to malfunction or failure of the retracting mechanism or to inadvertent retraction by the crew. Excludes intentional gear retraction and wheels-up landing.

Airframe Failure

Occurrences resulting from failure of any part of the airframe while in flight or in motion on the ground. Excludes failure resulting from contact with another airplane or object, or impact with the ground, or damage from landing gear collapse or retraction.

Engine Failure/Malfunction

Occurrences of engine failure or malfunction for any reason. Includes engine stoppage, power interruption, or power loss, actual or simulated.

PHASE OF OPERATION

The phase of operation relates to the particular segment of the flight or operation during which the circumstances of the accident occur.

KIND OF FLYING

Refers to the purpose for which the aircraft is being operated at the time of the accident. There are four broad categories of kind of flying.

1. Instructional Flying

Refers to flying accomplished in supervised training under the direction of an accredited instructor.

EXPLANATORY NOTES

KIND OF FLYING

2. Noncommercial Flying

Refers to the use of an aircraft for purposes of pleasure, personal transportation or in connection with a private business, in corporate/executive operations, and in other operations, wherein there is no direct monetary fee charged. It includes the following categories.

Pleasure

Flying by individuals in their own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

Business

The use of aircraft by pilots (not receiving direct salary or compensation for piloting) in connection with their occupation or in the furtherance of a private business.

Corporate/Executive Operations

The use of aircraft owned or leased, and operated by a corporation or business firm for the transportation of personnel or cargo in furtherance of the corporation's or firm's business, and which are flown by professional pilots receiving a direct salary or compensation for piloting.

3. Commercial Flying

Commercial flying includes all general aviation flying normally conducted for direct financial return, except instructional flying. It includes air taxi operations, aerial application, fire control, aerial mapping or photography, aerial advertising, power/pipeline patrol and fish spotting.

4. Miscellaneous Flying

Includes other kinds of flying not covered under the other three broad categories. In some instances the criterion of direct financial return may or may not be present.

COLLISION BETWEEN AIRCRAFT

Collisions between aircraft are so classified only when both aircraft are occupied. This includes collisions wherein both aircraft are airborne (midair); one is airborne, the other on the ground; and both are on the ground. A collision with a parked, unoccupied aircraft is classified under the broad category of collision with objects (parked, unoccupied aircraft).

EXPLANATORY NOTES

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions, and circumstances are considered. The object is to ascertain those cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. Therefore, in the Cause and Related Factor Table, the figures shown in the columns dealing with Cause will exceed the total number of accidents. The term Factor is used, in general, to denote those elements of an accident which further explain or supplement the probable cause(s). This provision was incorporated in the coding system to increase its flexibility and to provide a means for collecting essential items of information which could not be categorized elsewhere in the system.

AIRCRAFT WEIGHT CATEGORIES

The International Civil Aviation Organization's categories of aircraft weight are utilized to classify accident data as follows:

0 -	2,250 kilograms	(0 -	4,960 pounds)
2,251 -	5,700 kilograms	(4,961 -	12,565 pounds)
5,701 -	27,000 kilograms	(12,566 -	59,525 pounds)
27,001 -	272,000 kilograms	(59,526 -	599,650 pounds)
272,001 -	kilograms and greater	(599,651	pounds and greater)

SMALL FIXED-WING AIRCRAFT

Fixed-wing aircraft which have a maximum gross takeoff weight of 5700 kilograms (12,565 pounds), or less.

LARGE FIXED-WING AIRCRAFT

Fixed-Wing aircraft which have a maximum takeoff weight greater than 5,700 kilograms (12,565 pounds).

ROTORCRAFT

Aircraft which in all usual flight attitudes are supported in the air wholly or in part by a rotor or rotors; i.e., by airfoils rotating or revolving about an axis.

TYPES OF WEATHER CONDITIONS

The types of weather conditions (VFR/IFR) are determined in accordance with the prescribed minima in Part 91 of the Federal Aviation Regulations. These minima pertain to the ceiling and visibility, in conjunction with the type of airspace, at the accident site. Type of weather conditions are based on surface weather as determined from officially recognized sources. Weather conditions encountered in flight are not necessarily representative of the classifications VFR/IFR as carried under Type of Weather Conditions.

LIST OF ABBREVIATIONS USED IN BRIEFS

ABBREVIATION	MEANING
AERIAL ADVERTISE	AERIAL ADVERTISING
ATR, FLIGHT INSTR.	AIRLINE TRANSPORT INSTRUCTOR
AIR SHOW/RACING	AIR SHOW/AIR RACING
AIR TAXI-CARGO	AIR TAXI-CARGO OPERATIONS
AIR TAXI-PASSG	AIR TAXI-PASSENGER OPERATIONS
APPROACH CTL-DEPARTURE	APPROACH CONTROL-DEPARTURE
APR CTL-TOW ENRT CTL SRV	APPROACH CONTROL-TOWER EN ROUTE CONTROL SERVICE
ASSOC CROP CTL ACTIVITIES	ASSOCIATED CROP CONTROL ACTIVITIES
ASSOC FIRE CTL ACTIVITIES	ASSOCIATED FIRE CONTROL ACTIVITIES
COMMERCIAL, FLIGHT. INSTR.	COMMERCIAL FLIGHT INSTRUCTOR
CORP/EXEC	CORPORATION/EXECUTIVE
CR-	CREW
CTR CARGO-D	CONTRACT/CHARTER-CARGO-DOMESTIC
CTR CARGO-I	CONTRACT/CHARTER-CARGO-INTERNATIONAL
CTR PASSG-D	CONTRACT/CHARTER-PASSENGER-DOMESTIC
CTR PASSG-I	CONTRACT/CHARTER-PASSENGER-INTERNATIONAL
LAST ENROUTE STOP	LAST PLANNED EN ROUTE LANDING POINT
MAPPING/PHOTO	AERIAL MAPPING/PHOTOGRAPHY
MIL CONTRACT CARGO INTL	MILITARY CONTRACT-CARGO-INTERNATIONAL
MIL CONTRACT PASSG INTL	MILITARY CONTRACT-PASSENGER-INTERNATIONAL
MILITARY CTR CARGO DOM	MILITARY CONTRACT-CARGO-DOMESTIC
MILITARY CTR PASSG DOM	MILITARY CONTRACT-PASSENGER-DOMESTIC
MIL/CTR CARGO	MILITARY CONTRACT-CARGO
MIL/CTR PASSG	MILITARY CONTRACT-PASSENGER
NR.	NEAR
NS CTR CARGO	NONSCHEDULED/CHARTER REVENUE CARGO-INTRA-STATE
NS CTR PASSG	NONSCHEDULED/CHARTER REVENUE PASSENGER-INTRA-STATE
NS/CTR REVENUE CARGO DOM	NONSCHEDULED/CHARTER REVENUE CARGO-DOMESTIC
NS/CTR REVENUE CARGO INTL	NONSCHEDULED/CHARTER REVENUE CARGO-INTERNATIONAL
NS/CTR REVENUE PASSG DOM	NONSCHEDULED/CHARTER REVENUE PASSENGER-DOMESTIC
NS/CTR REVENUE PASSG INTL	NONSCHEDULED/CHARTER REVENUE PASSENGER-INTERNATL
OT-	OTHER AIRCRAFT AND GROUND
PARAJUMP	PARACHUTE JUMP
PRIVATE, FL. INSTR. R.	PRIVATE FLIGHT INSTRUCTOR
PX-	PASSENGERS
RADAR CTL/SURVEILLANCE	RADAR CONTROL/SURVEILLANCE
SCHED CARGO SRV	SCHEDULED CARGO SERVICE
SCHED DOM CARGO SRV	SCHEDULED DOMESTIC CARGO SERVICE
SCHED DOM PASSG SRV	SCHEDULED DOMESTIC PASSENGER SERVICE
SCHED INTERNATL CARGO SRV	SCHEDULED INTERNATIONAL CARGO SERVICE
SCHED INTERNATL PASSG SRV	SCHEDULED INTERNATIONAL PASSENGER SERVICE
SCHED PASSG SRV	SCHEDULED PASSENGER SERVICE
S-D	SCHEDULED-DOMESTIC
S-I	SCHEDULED-INTERNATIONAL
UNK/NR	UNKNOWN/NOT REPORTED

INJURIES, ACCIDENTS
U.S. GENERAL AVIATION
INVOLVING

GLIDERS

1979

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	2	14	12	26		54
COPILOT						
DUAL STUDENT		2	1	3		6
CHECK PILOT						
FLIGHT ENGINEER						
NAVIGATOR						
CABIN ATTENDANT						
EXTRA CREW						
PASSENGERS		2		4		6
TOTAL	2	18	13	33	ABOARD	66
OTHER AIRCRAFT						
OTHER GROUND						
GRAND TOTAL	2	18	13	33		66

INVOLVES 54 TOTAL ACCIDENTS
INVOLVES 2 FATAL ACCIDENTS

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE				RECORDS	ACCIDENTS	PERCENT
	DESTROYED	SUBSTANTIAL	MINOR	NONE			
GROUND-WATER LOOP-SWERVE	2	1			3	3	5.56
DRAINED WINGTIP POD OR FLOAT							
WHEELS-UP LANDING							
WHEELS-DOWN LANDING IN WATER							
GEAR COLLAPSED							
GEAR RETRACTED							
HARD LANDING	3				3	3	5.56
NOSE OVER/DOWN							
ROLL OVER							
OVERSHOOT	3				3	3	5.56
UNDERSHOOT	10				10	10	18.52
<u>COLLISION BETWEEN AIRCRAFT</u>							
BOTH IN FLIGHT							
ONE AIRBORNE							
BOTH ON GROUND							
<u>COLLISION WITH GROUND/WATER</u>							
CONTROLLED	1	2			3	3	5.56
UNCONTROLLED	1				1	1	1.85
<u>COLLIDED WITH</u>							
WIRES/POLES		3			3	3	5.56
TREES	2	2			4	4	7.41
RESIDENCE/S							
BUILDING/S							
FENCE, FENCEPOSTS	1				1	1	1.85
ELECTRONIC TOWERS							
RUNWAY OR APPROACH LIGHTS	1				1	1	1.85
AIRPORT HAZARD							
ANIMALS							
CROP							
FLAGMAN LOADER							
DITCHES							
SNOWBANK							
PARKED AIRCRAFT (UNATTENDED)	1				1	1	1.85
AUTOMOBILE							
DIRT BANK							
OTHER	1	5			6	6	11.11
BIRD STRIKE	1				1	1	1.85

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE				RECORDS	ACCIDENTS	PERCENT
	DESTROYED	SUBSTANTIAL	MINOR	NONE			
<u>STALL</u>		2			2	2	3.70
SPIN	5	3			8	8	14.81
SPIRAL							
MUSH							
<u>FIRE OR EXPLOSION</u>							
IN FLIGHT							
ON GROUND							
<u>AIRFRAME FAILURE</u>							
IN FLIGHT							
ON GROUND							
ENGINE TEARAWAY							
ENGINE FAILURE OR MALFUNCTION							
<u>PROPELLER/ROTOR FAILURE</u>							
PROPELLER							
TAIL ROTOR							
MAIN ROTOR							
PROP ROTOR ACNT TO PERSON							
JET INTAKE/EXH ACNT TO PERS							
PROPELLER/JET/ROTOR BLAST							
TURBULENCE							
HAIL DAMAGE TO AIRCRAFT							
LIGHTNING STRIKE							
EVASIVE MANEUVER							
UNCONTROLLED ALT DEVIATION							
DITCHING							
MISSING ACFT NOT RECOVERED							
MISCELLANEOUS/OTHER			3		3	3	5.56
UNDETERMINED	1				1	1	1.85
RECORDS	10	43	1		54		
ACCIDENTS	10	43	1			54	
PERCENTS	18.5	79.6	1.9	.0			

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

INJURY INDEX

FIRST OPERATIONAL PHASE

FATAL
SERIOUS
MINOR
NONE

RECORDS ACCIDENTS PERCENT

STATIC

STARTING ENGINE/S
IDLING ENGINE/S
ENGINE RUNUP
IDLING ROTORS
PARKED-ENGINES NOT OPERATING
OTHER

TAXI

TO TAKEOFF
FROM LANDING
OTHER
GROUND TAXI TO TAKEOFF
GROUND TAXI FROM LANDING
GROUND TAXI, OTHER
AERIAL TAXI TO TAKEOFF
AERIAL TAXI TO/FROM LANDING
AERIAL TAXI, OTHER

TAKEOFF

	FATAL	SERIOUS	MINOR	NONE	RECORDS	ACCIDENTS	PERCENT
RUN				1	1	1	1.85
INITIAL CLIMB	2	2	2		6	6	11.11
VERTICAL							
RUNNING (ROTORCRAFT/VTOL-STOL)							
ABORTED (FIXED-WING)				1	1	1	1.85
ABORTED (ROTORCRAFT/VTOL)							
ABORTED (ROTORCRAFT/STOL)							
OTHER				1	1	1	1.85

INFLIGHT

	FATAL	SERIOUS	MINOR	NONE	RECORDS	ACCIDENTS	PERCENT
CLIMB TO CRUISE							
NORMAL CRUISE		1			1	1	1.85
DESCENDING							
HOLDING (IFR)							
HOVERING							
POWER-ON DESCENT (ROTORCRAFT)							
AUTOROTATIVE DESCENT							
ACROBATICS		1			1	1	1.85
BUZZING							
UNCONTROLLED DESCENT				1	1	1	1.85

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

FIRST OPERATIONAL PHASE	INJURY INDEX				RECORDS	ACCIDENTS	PERCENT
	FATAL	SERIOUS	MINOR	NONE			
EMERGENCY DESCENT							
LOW PASS							
OTHER							
EN ROUTE TO TREAT CROP							
EN ROUTE TO RELOADING AREA							
SURVEY FIELD/AREA							
STARTING SWATH RUN							
SWATH RUN							
FLAREOUT FOR SWATH RUN							
PULLUP FROM SWATH RUN							
PROCEDURE TURNAROUND							
CLEANUP SWATH							
MANEUVER TO AVOID OBSTRUCTION							
RETURN TO STRIP							
<u>LANDING</u>							
TRAFFIC PATTERN-CIRCLING		4			4	4	7.41
FINAL APPROACH (VFR)	1	6	3	8	18	18	33.33
INITIAL APPROACH							
FINAL APPROACH (IFR)							
LEVEL OFF/TOUCHDOWN		2	2	7	11	11	20.37
ROLL (FIXED WING)			2	4	6	6	11.11
ROLL-ON/RUN-ON (ROTORCRAFT)							
POWER-ON LANDING (ROTORCRAFT)							
POWER-OFF AUTOROTATIVE LDG							
GO-AROUND (VFR)							
MISSED APPROACH (IFR)							
OTHER		1		1	2	2	3.70
UNKNOWN/NOT REPORTED	1				1	1	1.85
RECORDS	2	17	9	26	54		
ACCIDENTS	2	17	9	26		54	
PERCENTS	3.7	31.5	16.7	48.1			

ANALYTIC TABLE

PILOT AGE BY INJURY INDEX

PILOT AGE	INJURY INDEX				RECORDS	ACCIDENTS	PERCENT
	FATAL	SERIOUS	MINOR	NONE			
15		1			1	1	1.92
16							
17		1			1	1	1.92
18							
19							
20							
21		2			2	2	3.85
22			1		1	1	1.92
23							
24			1	1	2	2	3.85
25							
26		2		2	4	4	7.69
27				1	1	1	1.92
28							
29				1	1	1	1.92
30		1	1		2	2	3.85
31			2	1	3	3	5.77
32		1			1	1	1.92
33	1	1	1		3	3	5.77
34							
35							
36		2		2	4	4	7.69
37							
38				1	1	1	1.92
39				1	1	1	1.92
40		1		1	2	2	3.85
41			1		1	1	1.92
42							
43		1			1	1	1.92
44			1		1	1	1.92
45				1	1	1	1.92
46							
47				2	2	2	3.85
48							
49		1			1	1	1.92
50	1			1	2	2	3.85
51				1	1	1	1.92

ANALYTIC TABLE

PILOT AGE BY INJURY INDEX

PILOT AGE	INJURY INDEX				RECORDS	ACCIDENTS	PERCENT
	FATAL	SERIOUS	MINOR	NONE			
52	1			1	2	2	3.85
53							
54							
55				1	1	1	1.92
56							
57				1	1	1	1.92
58			1	1	2	2	3.85
59		1		1	2	2	3.85
60							
61							
62				1	1	1	1.92
63		1			1	1	1.92
64				1	1	1	1.92
65							
66							
67							
68							
69							
70							
71							
72			1		1	1	1.92
73							
74							
75							
76							
RECORDS	2	17	9	24	52		
ACCIDENTS	2	17	9	24		52	
PERCENTS	3.8	32.7	17.3	46.2			

CAUSE/FACTOR TABLE
U.S. GENERAL AVIATION ACCIDENTS INVOLVING
GLIDERS
1979
(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 54 TOTAL ACCIDENTS
INVOLVES 2 FATAL ACCIDENTS

BROAD CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*
PILOT	1 50.00	1 50.00	1 50.00	46 88.46	8 15.38	46 88.46	47 87.04	9 16.67	47 87.04
PERSONNEL	.00	.00	.00	3 5.77	.00	3 5.77	3 5.56	.00	3 5.56
AIRFRAME	.00	.00	.00	.00	.00	.00	.00	.00	.00
LANDING GEAR	.00	.00	.00	.00	.00	.00	.00	.00	.00
POWERPLANT	.00	.00	.00	.00	.00	.00	.00	.00	.00
SYSTEMS	.00	.00	.00	1 1.92	.00	1 1.92	1 1.85	.00	1 1.85
INSTRUMENTS/EQUIPMENT & ACCESSORIES	.00	.00	.00	2 3.85	.00	2 3.85	2 3.70	.00	2 3.70
ROTORCRAFT	.00	.00	.00	.00	.00	.00	.00	.00	.00
AIRPORT/AIRWAYS/FACILITIES	.00	.00	.00	.00	3 5.77	3 5.77	.00	3 5.56	3 5.56
WEATHER	.00	.00	.00	.00	11 21.15	11 21.15	.00	11 20.37	11 20.37
TERRAIN	.00	.00	.00	1 1.92	11 21.15	12 23.08	1 1.85	11 20.37	12 22.22
MISCELLANEOUS	.00	.00	.00	3 5.77	.00	3 5.77	3 5.56	.00	3 5.56
UNDETERMINED	1 50.00	.00	1 50.00	.00	.00	.00	1 1.85	.00	1 1.85

THE FIGURES OPPOSITE EACH CAUSAL CATEGORY REPRESENT THE NUMBER AND PERCENT OF ACCIDENTS IN WHICH THAT PARTICULAR CAUSAL CATEGORY WAS ASSIGNED

* IF AN ACCIDENT INCLUDES BOTH A CAUSE AND RELATED FACTOR IN THE SAME CAUSAL CATEGORY, THE ACCIDENT IS REPRESENTED ONCE UNDER THE TOTAL FOR THAT CATEGORY

CAUSE/FACTOR TABLE

U.S. GENERAL AVIATION ACCIDENTS INVOLVING

GLIDERS
1979

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 54 TOTAL ACCIDENTS

INVOLVES 2 FATAL ACCIDENTS

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** PILOT **									
PILOT IN COMMAND									
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT				1		1	1		1
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	1		1	9		9	10		10
FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT				2		2	2		2
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC				1		1	1		1
IMPROPER OPERATION OF FLIGHT CONTROLS				4	1	5	4	1	5
IMPROPER LEVEL OFF				1		1	1		1
IMPROPER IN-FLIGHT DECISIONS OR PLANNING				10	1	11	10	1	11
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING				2		2	2		2
INADEQUATE SUPERVISION OF FLIGHT				2		2	2		2
LACK OF FAMILIARITY WITH AIRCRAFT				2	6	8	2	6	8
EXERCISED POOR JUDGMENT				1		1	1		1
SELECTED UNSUITABLE TERRAIN				3		3	3		3
MISJUDGED DISTANCE, SPEED, AND ALTITUDE				2		2	2		2
MISJUDGED DISTANCE AND SPEED				2		2	2		2
MISJUDGED DISTANCE AND ALTITUDE				9		9	9		9
MISJUDGED ALTITUDE AND CLEARANCE				1		1	1		1
MISJUDGED CLEARANCE				3		3	3		3
MISUSED OR FAILED TO USE FLAPS				1		1	1		1
FAILED TO INITIATE GO-AROUND		1	1					1	1
SUBTOTAL	1	1	2	56	8	64	57	9	66
DUAL STUDENT									
IMPROPER OPERATION OF FLIGHT CONTROLS				1		1	1		1
MISJUDGED DISTANCE, SPEED, AND ALTITUDE				1		1	1		1
SUBTOTAL				2		2	2		2
** PERSONNEL **									
RULES, REGULATIONS, STANDARDS PERSONNEL									
FLIGHT INSTRUCTOR									
MAINTENANCE, SERVICING, INSPECTION									
INADEQUATE MAINTENANCE AND INSPECTION				1		1	1		1
OPERATIONAL SUPERVISORY PERSONNEL									
WEATHER PERSONNEL									
TRAFFIC CONTROL PERSONNEL									
AIRPORT SUPERVISORY PERSONNEL									
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN-PERSONNEL									
MISCELLANEOUS-PERSONNEL									
PASSENGER				1		1	1		1
OTHER				1		1	1		1
THIRD PILOT									
FLIGHT ENGINEER									
FLIGHT PERSONNEL									
DISPATCHING (AIR CARRIER ONLY)									
SUBTOTAL				3		3	3		3
** SYSTEMS **									
ELECTRICAL SYSTEM									
HYDRAULIC SYSTEM									
FLIGHT CONTROL SYSTEMS									
ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM				1		1	1		1
ANTI-ICING, DE-ICING SYSTEMS									
AIR CONDITION, HEATING AND PRESSURIZATION									
AUTO PILOT									
FIRE WARNING SYSTEM									
FIRE EXTINGUISHER SYSTEM									

CAUSE/FACTOR TABLE

SYSTEMS (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
OXYGEN SYSTEM									
OTHER SYSTEMS									
SUBTOTAL				1		1	1		1
** INSTRUMENTS/EQUIPMENT AND ACCESSORIES **									
FLIGHT AND NAVIGATION INSTRUMENTS									
COMMUNICATIONS AND NAVIGATION EQUIPMENT									
MISCELLANEOUS EQUIPMENT									
GLIDER LAUNCH/TOW EQUIPMENT				2		2	2		2
SUBTOTAL				2		2	2		2
** AIRPORTS/AIRWAYS/FACILITIES **									
AIRPORT FACILITIES									
RUNWAY LIGHTING					1	1		1	1
AIRPORT CONDITIONS									
HIGH VEGETATION					2	2		2	2
AIRWAYS FACILITIES									
SUBTOTAL					3	3		3	3
** WEATHER **									
UNFAVORABLE WIND CONDITIONS					3	3		3	3
WIND SHEAR					1	1		1	1
DOWNDRAFTS, UPDRAFTS					6	6		6	6
OTHER					2	2		2	2
SUBTOTAL					12	12		12	12
** TERRAIN **									
WET, SOFT GROUND					1	1		1	1
HIGH VEGETATION				1	2	3	1	2	3
ROUGH/UNEVEN					4	4		4	4
HIGH OBSTRUCTIONS					5	5		5	5
SUBTOTAL				1	12	13	1	12	13
** MISCELLANEOUS **									
UNDETERMINED	1		1				1		1
BIRD COLLISION				1		1	1		1
ANIMAL(S) ON RUNWAY/TAXIWAY/RAMP				1		1	1		1
EVASIVE MANEUVER TO AVOID COLLISION				1		1	1		1
DIRECT ENTRIES				1		1	1		1
SUBTOTAL	1		1	4		4	5		5
GRAND TOTAL	2	1	3	69	35	104	71	36	107
** MISCELLANEOUS ACTS, CONDITIONS **									
DISCONNECTED				1		1	1		1
RAN OFF END OF RUNWAY					2	2		2	2
POORLY PLANNED APPROACH					1	1		1	1
INTERFERENCE WITH FLIGHT CONTROLS				1		1	1		1
SUNGLARE					1	1		1	1
MATERIAL FAILURE				1		1	1		1

DIRECT ENTRY CAUSES

MISC-TOW RELEASED ON TKOF FOR UNDET REASON.

DIRECT ENTRY CAUSES ARE CARRIED UNDER THEIR APPROPRIATE CAUSAL CATEGORIES AND ARE INCLUDED IN THE TOTALS

LISTING OF ACCIDENTS
INVOLVING
GLIDERS
U.S. GENERAL AVIATION
1979
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 0002	N249AF	012779	WINDSOR,VA	SCHWEIZER	SGS126	NONE
3 0031	N15LP	012779	LAKE ELSINORE,CA	LAISTER	LP15	FATAL
3 0186	N33986	020379	BLAIRSTOWN,NJ	SCHWEIZER	SGS233	SERIOUS
3 0352	N8614E	030979	MARION,NC	SCHLEICHER	KA6CR	SERIOUS
3 0394	N12GT	021779	NORTH ADAMS,MA	DUSTER	BJ-1B	NONE
3 0527	N4931E	021979	CALISTOGA,CA	CHEROKEE	II	SERIOUS
3 0533	N100GH	031879	CYPRESS,TX	BLANIK	L-13	SERIOUS
3 0591	N8250	040779	PERRIS,CA	BLANIK	L-13	NONE
3 0739	N11NE	042879	SOUTHAVEN,MS	ENTWICKLUNG	C	MINOR
3 0743	N83AS	033079	CLEARWATER,FL	BLANIK	L-13	NONE
3 0938	N7749S	061679	FALCON,CO	SCHWEIZER	SGS126	SERIOUS
3 0979	N17963	041879	TUCSON,AZ	SCHWEIZER	2-33A	MINOR
3 0982	N770R	040779	MARICOPA,AZ	CIRRUS	SKAMP	NONE
3 1017	N48037	050679	SHIRLEY,NY	BLANIK	L-13	NONE
3 1018	N76JP	050579	ELMIRA,NY	SCHWEIZER	SGS134	SERIOUS
3 1067	N5822V	061679	WILLIAMSON,GA	SCHWEIZER	SGU222	NONE
3 1089	N438AS	052479	CASTROVILLE,TX	SCHLEICHER	ASW-19	NONE
3 1181	N9023N	062079	MINDEN,NV	VICKERS	T-65	FATAL
3 1194	N5783S	052779	VACAVILLE,CA	SCHWEIZER	SGS233	SERIOUS
3 1208	N93465	060279	ISSAQUAH,WA	LET BLANIK	L-13	NONE
3 1221	N17917	070179	ROBERT,LA	SCHWEIZER	SGS126	NONE

LISTING OF ACCIDENTS
INVOLVING
GLIDERS
U.S. GENERAL AVIATION
1979
(IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 1383	N3019M	060979	NMANCHESTER,MI	EIRIAVION	PIK-20	NONE
3 1385	N9180	072279	ADRIAN,MI	SCHLEICHER	AS-K13	SERIOUS
3 1452	N170DR	052679	BENTON,TN	SCHLEICHER	KA8B	NONE
3 1526	N2739H	051379	NCOLORADO SPR,CO	SCHWEIZER	SGS135	NONE
3 1529	N2421W	071079	COLORADO SPGS,CO	SCHWEIZER	SGS232	SERIOUS
3 1731	N74NS	081979	MANCHESTER,MI	LARK	28B2	NONE
3 1827	N2035T	060979	MARICOPA,AZ	SCHWEIZER	2-33A	MINOR
3 1869	N2632H	082179	SUN VALLEY,NV	SCHWEIZER	1-35C	NONE
3 1904	N65937	071179	TUCSON,AZ	SCHWEIZER	1-26E	NONE
3 1927	N2712H	061479	SHIRLEY,NY	SCHWEIZER	SG1-26	NONE
3 1931	N31812	070779	ELMIRA,NY	BRIEGLER	BG-12	SERIOUS
3 2012	N7605	052379	LLANO,CA	SCHWEIZER	SGS134	NONE
3 2029	N666FB	061779	LIVERMORE,CA	LET-NP-K	L-13	NONE
3 2102	N3860A	090879	MCKINNEY,TX	SCHWEIZER	SGS126	MINOR
3 2130	N7797S	090479	CASA GRANDE,AZ	SCHWEIZER	SGS126	MINOR
3 2213	N47775	080479	LITTLEFIELD,TX	TERN	II	SERIOUS
3 2374	N2411W	081279	MONTEVALLO,AL	SCHWEIZER	SGU222	NONE
3 2430	N49LP	092979	ADELANTO,CA	LAISTER	LP-49	SERIOUS
3 2587	N9917J	100779	MOWEAQUA,IL	SCHWEIZER	SGU222	SERIOUS
3 2779	N1752	091279	CRYSTAL CITY,CA	BRIEGLAB	12BD	MINOR
3 2899	N40BS	111079	SAN DIEGO,CA	SCHWEIZER	SGS135	MINOR

LISTING OF ACCIDENTS
INVOLVING
GLIDERS
U.S. GENERAL AVIATION
1979
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 3289	N99943	092279	NFREEPORT,IL	BLANIK	L-13	NONE
3 3379	N65840	092679	COLORADO SPGS,CO	SCHWEIZER	SGS233	SERIOUS
3 3408	N1047Z	122879	LAVALLE,MD	SCHLEICHER	KA-7	NONE
3 3546	N2930H	112479	TERRYVILLE,CT	SCHWEIZER	SGS233	MINOR
3 3575	N17870	091579	ITHACA,NY	SCHWEIZER	2-33A	SERIOUS
3 3580	N227PN	090979	WURTSBORD,NY	SCHLEICHER	KA6	MINOR
3 3601	N34182	101479	PORT MATILDA,PA	SCHWEIZER	SGS135	NONE
3 3606	N1156Q	100879	ROXBURY,VT	OBERLERCHNE	MG23SL	NONE
3 3609	N2508H	123079	ELMIRA,NY	SCHWEIZER	SGS126	NONE
3 3688	N60AS	112379	NWINTER HAVEN,FL	JANTAR STD	SZD-41	SERIOUS
3 3747	N65930	081979	ROSAMOND,CA	SCHWEIZER	SGS126	SERIOUS
3 3802	N34185	112379	NLAKELAND,FL	SCHWEIZER	SGS135	NONE

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

INVOLVING

GLIDERS

U.S. GENERAL AVIATION

1979

(IN STATE AND DATE ORDER)

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2374	8/12/79	MONTEVALLO, AL	SCHWEIZER SGU222	CR- 0 0 1	NONCOMMERCIAL	PRIVATE, AGE 38, 135
	TIME - 1630		N2411W	PX- 0 0 0	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 10 IN TYPE,
			DAMAGE-SUBSTANTIAL			NOT INSTRUMENT RATED.
	NAME OF AIRPORT - FLYING-X					
	DEPARTURE POINT	INTENDED DESTINATION				
	MONTEVALLO, AL	RETURN				
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	UNDERSHOOT				LANDING FINAL APPROACH	
	COLLIDED WITH TREES				LANDING ROLL	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE					
	FACTOR(S)					
	MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0982	4/7/79 TIME - 1400	MARICOPA,AZ	CIRRUS SKAMP N770R DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 47, 2340 TOTAL HOURS, 412 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - ESTRELLA DEPARTURE POINT MARICOPA,AZ TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH PARKED AIRCRAFT PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL OTHER REMARKS- SCHWEIZER,SGS 1-26,N-1154N,SUBSTANTIAL.WING RUNNER DROPPED WING ON RNY DURING TOW RUN.						
3-0979	4/18/79 TIME - 1545	TUCSON,AZ	SCHWEIZER 2-33A N17963 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	INSTRUCTIONAL TRAINING	STUDENT, AGE 24, 49 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - RYAN FIELD DEPARTURE POINT TUCSON,AZ TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH TREES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN NONE REMARKS- WIND 15K GUSTING 20K						
PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN PHASE OF OPERATION LANDING FINAL APPROACH LANDING LEVEL OFF/TOUCHDOWN CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 220 TYPE OF WEATHER CONDITIONS VFR						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1827	6/9/79	MARICOPA,AZ	SCHWEIZER 2-33A	CR- 0 0 1	NONCOMMERCIAL	STUDENT, AGE 33, 30 TOTAL
	TIME - 1520		N2035T	PX- 0 0 0	PLEASURE/PERSONAL TRANSP	HOURS, 15 IN TYPE, NOT
			DAMAGE-SUBSTANTIAL			INSTRUMENT RATED.
		NAME OF AIRPORT - ESTRELLA SAILPORT				
		DEPARTURE POINT	INTENDED DESTINATION			
		MARICOPA,AZ	LOCAL			
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		MISCELLANEOUS		TAKEOFF INITIAL CLIMB		
		COLLIDED WITH TREES		LANDING FINAL APPROACH		
		PROBABLE CAUSE(S)				
		PERSONNEL - MAINTENANCE,SERVICING,INSPECTION	INADEQUATE MAINTENANCE AND INSPECTION			
		PILOT IN COMMAND -	INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING			
		INSTRUMENTS/EQUIPMENT AND ACCESSORIES -	MISCELLANEOUS EQUIPMENT GLIDER LAUNCH/TOW EQUIPMENT			
		EMERGENCY CIRCUMSTANCES -	FORCED LANDING OFF AIRPORT ON LAND			
		REMARKS-	TOW ROPE FAILED.WIND GUSTING 20K.			
3-1904	7/11/79	TUCSON,AZ	SCHWEIZER 1-26E	CR- 0 0 1	NONCOMMERCIAL	PRIVATE, AGE 64, 457
	TIME - 1300		N65937	PX- 0 0 0	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 26 IN TYPE,
			DAMAGE-SUBSTANTIAL			NOT INSTRUMENT RATED.
		DEPARTURE POINT	INTENDED DESTINATION			
		TUCSON,AZ	TUCSON,AZ			
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		COLLIDED WITH OBJECT		LANDING ROLL		
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND -	IMPROPER IN-FLIGHT DECISIONS OR PLANNING			
		TERRAIN -	HIGH VEGETATION			
		EMERGENCY CIRCUMSTANCES -	FORCED LANDING OFF AIRPORT ON LAND			
		REMARKS-	PLT STATED-RELEASED FROM TOW TOO SOON & COULDN'T FIND THERMAL.FORCED LNDG IN MESQUITE.			

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2130	9/4/79 TIME - 1600	CASA GRANDE,AZ	SCHWEIZER SGS126 N7797S DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 58, 9111 TOTAL HOURS, 101 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - UNKNOWN				
		DEPARTURE POINT MARICOPA,AZ	INTENDED DESTINATION ELOY,AZ			
		TYPE OF ACCIDENT COLLIDED WITH OBJECT		PHASE OF OPERATION LANDING ROLL		
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING						
FACTOR(S) WEATHER - OTHER TERRAIN - HIGH VEGETATION TERRAIN - ROUGH/UNEVEN						
		SKY CONDITION CLEAR		CEILING AT ACCIDENT SITE UNLIMITED		
		VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED)		PRECIPITATION AT ACCIDENT SITE NONE		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE		TEMPERATURE-F 105		
		WIND VELOCITY-KNOTS CALM		TYPE OF WEATHER CONDITIONS VFR		
		TYPE OF FLIGHT PLAN NONE				
REMARKS- PLT STATED-LOST LIFT WHILE SOARING & HIT BUSHES DRG CRASH LNDG ON ROUGH DESERT TERRAIN.						
3-0031	1/27/79 TIME - 1602	LAKE ELSINORE,CA	LAISTER LP15 N15LP DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 33, 291 TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - SKY LARK FIELD				
		DEPARTURE POINT LAKE ELSINORE,CA	INTENDED DESTINATION LCL			
		TYPE OF ACCIDENT STALL SPIN		PHASE OF OPERATION LANDING FINAL APPROACH		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S) PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND						
3-0527	2/19/79 TIME - 1430	CALISTOGA,CA	CHEROKEE II N4931E DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 43, 38 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT CALISTOGA,CA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT STALL SPIN		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0591	4/7/79 TIME - 1300	PERRIS,CA	BLANIK L-13 N8250 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 36, 39 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - PERRIS VALLY DEPARTURE POINT INTENDED DESTINATION PERRIS,CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS HIGH VEGETATION REMARKS- SINGLE MAIN LND GEAR,RETRACT.EMPENAGE.						
3-2012	5/23/79 TIME - 1430	LLANO,CA	SCHWEIZER SGS134 N7605 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 39, 408 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - CRYSTAL AIR DEPARTURE POINT INTENDED DESTINATION LLANO,CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION MISCELLANEOUS TAKEOFF INITIAL CLIMB COLLIDED WITH DITCHES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT FACTOR(S) TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SINGLE WHEEL.PREMATURE TOW RELEASE.WND GUSTING 20 KTS.						
3-1194	5/27/79 TIME - 1230	VACAVILLE,CA	SCHWEIZER SGS233 N5783S DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL PRACTICE	STUDENT, AGE 21, 27 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - VACAVILLE GLIDER DEPARTURE POINT INTENDED DESTINATION VACAVILLE,CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH FENCE,FENCEPOSTS LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- CENTER LINE,WHEEL,RETRACT,LND GEAR.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2029	6/17/79	LIVERMORE, CA	LET-NP-K L-13 N666FB DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 59, 600 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - HUMMINGBIRD HAVEN				
		DEPARTURE POINT LIVERMORE, CA				
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		COLLIDED WITH WIRES/POLES		LANDING FINAL APPROACH		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING						
FACTOR(S)						
WEATHER - DOWNDRAFT, UPDRAFTS						
TERRAIN - HIGH OBSTRUCTIONS						
SKY CONDITION						
SCATTERED						
VISIBILITY AT ACCIDENT SITE						
5 OR OVER (UNLIMITED)						
OBSTRUCTIONS TO VISION AT ACCIDENT SITE						
NONE						
TEMPERATURE-F						
70						
WIND VELOCITY-KNOTS						
25						
TYPE OF FLIGHT PLAN						
NONE						
REMARKS- TAILSKID & RETRACTABLE MAIN GEAR.						
3-3747	8/19/79	ROSAMOND, CA	SCHWEIZER SGS126 N65930 DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	INSTRUCTIONAL TRAINING	STUDENT, AGE 36, 43 TOTAL HOURS, 0 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - ROSAMOND				
		DEPARTURE POINT ROSAMOND, CA				
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		STALL SPIN		TAKEOFF INITIAL CLIMB		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT						
REMARKS- FUSELAGE FIXED SINGLE WHEEL. 1ST SOLO FLT IN THIS SINGLE SEAT MODEL.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2779	9/12/79	CRYSTAL CITY,CA	BRIEGLAR 12BD N1752 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 31, 250 TOTAL HOURS, 21 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - CRYSTAL GLIDER DEPARTURE POINT INTENDED DESTINATION TEHACHAPI,CA CRYSTAL CITY,CA TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) WEATHER - DOWNDRAFT,UPDRAFTS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES NONE 90 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 25 VFR TYPE OF FLIGHT PLAN NONE REMARKS- WIND GUSTING 30K.						
3-2430	9/29/79	ADELANTO,CA	LAISTER LP-49 N49LP DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 36, 85 TOTAL HOURS, 60 IN TYPE, NOT INSTRUMENT RATED..
DEPARTURE POINT INTENDED DESTINATION ADELANTO,CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN IN FLIGHT ACROBATICS PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2899	11/10/79 TIME - 1345	SAN DIEGO,CA	SCHWEIZER SGS135 N40BS DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 41, 24 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - BORDERLAND DEPARTURE POINT INTENDED DESTINATION SAN DIEGO,CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN STALL LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- PLT STATED-AFTER OVERSHOOT, STALLED DRG TURN BACK TO ARPT TO AVOID LNDG IN LAKE.						
3-1526	5/13/79 TIME - 1330	NR.COLORADO SPR.CO	SCHWEIZER SGS135 N2739H DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE UNK/NR, 56 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION WESTCLIFF.CO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- GLIDER-COLLIDED WITH ROCKS AFTER LOOSING THERMAL LIFT.						
3-0938	6/16/79 TIME - 1535	FALCON.CO	SCHWEIZER SGS126 N7749S DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 30, 16 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - MEADOWLAKE DEPARTURE POINT INTENDED DESTINATION FALCON.CO FALCON.CO TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1529	7/10/79 TIME - 1530	COLORADO SPGS,CO	SCHWEIZER SGS232 N2421W DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	INSTRUCTIONAL TRAINING	STUDENT, AGE 32, 15 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - BLACKFOREST DEPARTURE POINT INTENDED DESTINATION COLORADO SPGS,CO COLORADO SPGS,CO TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE FACTOR(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS REMARKS- DIVE BRAKES OBSERVED 1/2 OPEN.						
3-3379	9/26/79 TIME - 1530	COLORADO SPGS,CO	SCHWEIZER SGS233 N65840 DAMAGE-SUBSTANTIAL	CR- 0 1 1 PX- 0 0 0	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 26, 1237 TOTAL HOURS, 325 IN TYPE, NOT INSTRU- MENT RATED.
NAME OF AIRPORT - BLACK FOREST DEPARTURE POINT INTENDED DESTINATION COLORADO SPGS,CO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) WEATHER - WIND SHEAR SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 12000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 70 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 315 30 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- WIND GUSTS TO 40KTS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3546	11/24/79 TIME - 1530	TERRYVILLE,CT	SCHWEIZER SGS233 N2930H DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 31, 70 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - GRASS FIELD DEPARTURE POINT INTENDED DESTINATION WATERBURY,CT LOCAL TYPE OF ACCIDENT PHASE OF OPERATION BIRD STRIKE LANDING FINAL APPROACH GROUND-WATER LOOP-SWERVE LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) MISCELLANEOUS - BIRD COLLISION FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE HEAD WIND 338-022 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 240 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- WIND GUSTING TO 15KTS.						
3-0743	3/30/79 TIME - 1630	CLEARWATER,FL	BLANIK L-13 N83AS DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	INSTRUCTIONAL TRAINING	STUDENT, AGE 24, 16 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - CLEARWATER EXEC DEPARTURE POINT INTENDED DESTINATION CLEARWATER,FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3802	11/23/79	NR.LAKELAND,FL	SCHWEIZER SGS135 N34185 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL.INSTR., AGE 27, 251 TOTAL HOURS, 81 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT WINTER HAVEN,FL.	INTENDED DESTINATION LAKELAND,FL			
		TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH TREES	PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH			
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS						
3-3688	11/23/79	NR.WINTER HAVEN,FL	JANTAR STD SZD-41 N60AS DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL.INSTR., AGE 40, 2237 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - GILBERT DEPARTURE POINT WINTER HAVEN,FL	INTENDED DESTINATION ROUND ROBIN & RETURN			
		TYPE OF ACCIDENT COLLIDED WITH TREES	PHASE OF OPERATION LANDING FINAL APPROACH			
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS						
EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT						
REMARKS- WND GUSTING 15KTS.ENCOUNTERED HEAD WINDS & LACK OF UPDFTS DRG LAST LEG OF ROUND ROBIN.						
3-1067	6/16/79	WILLIAMSON,GA	SCHWEIZER SGU222 N5822V DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 29, 425 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - PEACH STATE DEPARTURE POINT WILLIAMSON,GA	INTENDED DESTINATION BIRMINGHAM,AL			
		TYPE OF ACCIDENT COLLIDED WITH PARKED AIRCRAFT	PHASE OF OPERATION TAKEOFF OTHER			
PROBABLE CAUSE(S) MISC-TOW RELEASED ON TKOF FOR UNDET REASON.						
EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.						
REMARKS- COLLIDED WITH PARKED SGS1-26,N2513H,SUB DMG.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3289	9/22/79	NR.FREEPORT,IL	BLANIK L-13 N99943 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PRACTICE	ATP, FLIGHT INSTR., AGE 40, 6682 TOTAL HOURS, 1 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - THE ALBERTUS MUNI DEPARTURE POINT INTENDED DESTINATION FREEPORT,IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY TERRAIN - ROUGH/UNEVEN REMARKS- PILOT PULLED FLAP HANDLE INSTEAD OF SPOILER. ACFT SAILED DOWN RWY. SINGLE WHEEL LNDG GR.						
3-2587	10/7/79	MOWEAQUA,IL	SCHWEIZER SGU222 N9917J DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 59, 117 TOTAL HOURS, 12 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - HILVETY DEPARTURE POINT INTENDED DESTINATION MOWEAQUA,IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING REMARKS- PLT STATED-WORKED THERMAL UNTIL TOO FAR FROM ARPT TO RETURN, STALLED DRG TURN TO OPEN WHEAT FLD.						
3-1221	7/1/79	ROBERT,LA	SCHWEIZER SGS126 N17917 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	INSTRUCTIONAL TRAINING	STUDENT, AGE 52, 22 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - OAKHILL DEPARTURE POINT INTENDED DESTINATION ROBERT,LA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- COLLIDED WITH TREE STUMP.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3408	12/28/79 TIME - 1400	LAVALE,MD	SCHLEICHER KA-7 N1047Z DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 57, 1512 TOTAL HOURS, 800 IN TYPE, NOT INSTRU- MENT RATED.
NAME OF AIRPORT - CUMBERLAND MUNI DEPARTURE POINT INTENDED DESTINATION CUMBERLAND,MD LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE,FENCEPOSTS LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) WEATHER - DOWNDRAFT,UPDRAFTS WEATHER - UNFAVORABLE WIND CONDITIONS TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - PARTIAL BRIEFING BY FLIGHT SERVICE PERSONNEL, BY PHONE/RADIO, LIMITED BY PILOT ACTION EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST/LOWER SCATTERED 4800 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F HAZE 38 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 330 20 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- WINDS GUSTING 20 TO 28 KNOTS.CAUGHT IN DOWNDRAFT.LNDD IN BASEBALL FIELD.						
3-0394	2/17/79 TIME - 1700	NORTH ADAMS,MA	DUSTER BJ-1B N12GT DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL.INSTR., AGE 47, 1148 TOTAL HOURS, 132 IN TYPE, NOT INSTRU- MENT RATED.
NAME OF AIRPORT - HARRIMAN DEPARTURE POINT INTENDED DESTINATION NORTH ADAMS,MA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SUNGLARE REMARKS- SAIL PLANE WHEEL EQUIPPED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1383	6/9/79 TIME - 1330	NR.MANCHESTER,MI	EIRIAVION PIK-20 N3019M DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE UNK/NR, 374 TOTAL HOURS, 122 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - ROSSETTIE DEPARTURE POINT MANCHESTER,MI INTENDED DESTINATION UNKNOWN/NOT REPORTED TYPE OF ACCIDENT MISCELLANEOUS GROUND-WATER LOOP-SWERVE PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - MISCELLANEOUS EQUIPMENT GLIDER LAUNCH/TOW EQUIPMENT MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE REMARKS- TOW ROPE BROKE AFTER TKOF,PLT LANDED IN PLOWED FIELD.						
3-1385	7/22/79 TIME - 1600	ADRIAN,MI	SCHLEICHER AS-K13 N9180 DAMAGE-SUBSTANTIAL	CR- 0 1 1 PX- 0 0 0	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 33, 917 TOTAL HOURS, 19 IN TYPE, NOT INSTRU- MENT RATED.
NAME OF AIRPORT - LENAWEE COUNTY DEPARTURE POINT ADRIAN,MI INTENDED DESTINATION LOCAL TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) DUAL STUDENT - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING						
3-1731	8/19/79 TIME - 1530	MANCHESTER,MI	LARK 28B2 N74NS DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 58, 1700 TOTAL HOURS, 25 IN TYPE, NOT INSTRU- MENT RATED.
NAME OF AIRPORT - ROSSETTIE DEPARTURE POINT MANCHESTER,MI INTENDED DESTINATION LOCAL TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT REMARKS- IP RELEASED TOW ROPE AT 150-200 FT ON TKOF TO SIMULATE ROPE BREAK.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0739	4/28/79	SOUTHAVEN,MS	ENTWICKLUNG C N11NE DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL.INSTR., AGE 44, 142 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - DESOTO COUNTY DEPARTURE POINT INTENDED DESTINATION SOUTHAVEN,MS MARION,AR TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS REMARKS- PLT FAILED TO MAINTAIN ALIGNMENT WITH TOW PLANE ON TKOF CAUSING PREMATURE RELEASE OVER TREES.						
3-1181	6/20/79	MINDEN,NV	VICKERS T-65 N9023N DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL.INSTR., AGE 50, 1700 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION MINDEN,NV LOCAL TYPE OF ACCIDENT PHASE OF OPERATION UNDETERMINED UNKNOWN/NOT REPORTED PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED REMARKS- SINGLE UNIT RETRACTABLE GEAR.WRECKAGE FOUND IN MOUNTAINS ONE DAY AFTER DEPARTURE.						
3-1869	8/21/79	SUN VALLEY,NV	SCHWEIZER 1-35C N2632H DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	ATP,FLIGHT INSTR., AGE 31, 2265 TOTAL HOURS, 24 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP RENO,NV RETURN ROUND ROBIN TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) WEATHER - OTHER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 72 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 250 5 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- DETERIORATION OF THERMALS LED TO PRE-MATURE LNDG DRG GLIDER X-COUNTRY.COLLIDE W ROAD SIGN POSTS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0186	2/3/79 TIME - 1600	BLAIRSTOWN,NJ	SCHWEIZER SGS233 N33986 DAMAGE-SUBSTANTIAL	CR- 0 1 1 PX- 0 0 0	INSTRUCTIONAL DUAL	COMMERCIAL, AGE 63, 1965 TOTAL HOURS, 1811 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - BLAIRSTOWN DEPARTURE POINT INTENDED DESTINATION BLAIRSTOWN,NJ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL LANDING OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- FIXED CENTER TIRE. TOW LINE BROKE. PLT ATMD TO RETURN TO ARPT.						
3-1018	5/5/79 TIME - 1325	ELMIRA,NY	SCHWEIZER SGS134 N76JP DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 52, 1792 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - HARRIS HILL DEPARTURE POINT INTENDED DESTINATION ELMIRA,NY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT REMARKS- PLT CONCERNED WITH OTR GLIDER IN LNDG PATTERN.						
3-1017	5/6/79 TIME - 1600	SHIRLEY,NY	BLANIK L-13 N48037 DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 62, 700 TOTAL HOURS, 50 IN TYPE, NOT INSTRU- MENT RATED.
NAME OF AIRPORT - BROOKHAVEN DEPARTURE POINT INTENDED DESTINATION SHIRLEY,NY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT DUAL STUDENT - MISJUDGED DISTANCE,SPEED,AND ALTITUDE REMARKS- DRIFTED,HIT VASI.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1927	6/14/79	SHIRLEY, NY	SCHWEIZER SG1-26 N2712H DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	INSTRUCTIONAL SOLO	STUDENT, AGE 26, 18 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - BROOKHAVEN DEPARTURE POINT INTENDED DESTINATION SHIRLEY, NY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH RUNWAY OR APPROACH LIGHTS LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES RUNWAY LIGHTING REMARKS- CENTERLINE FIXED LDG GEAR. COLLIDED WITH RWY END IDENTIFIER LIGHTS 42 INCHES HIGH.						
3-1931	7/7/79	ELMIRA, NY	BRIEGLER BG-12 N31812 DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 49, 20 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - HARRIS HILL DEPARTURE POINT INTENDED DESTINATION ELMIRA, NY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLISION WITH GROUND/WATER CONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS REMARKS- OBSVD IN STEEP TURN CLOSE TO GND.						
3-3580	9/9/79	WURTSBORO, NY	SCHLEICHER KA6 N227PN DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 72, 1169 TOTAL HOURS, 274 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - WURTSBORO DEPARTURE POINT INTENDED DESTINATION WURTSBORO, NY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS HIGH VEGETATION REMARKS- TALL GRASS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3575	9/15/79 TIME - 1600	ITHACA,NY	SCHWEIZER 2-33A N17870 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 21, 134 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT ITHACA,NY	INTENDED DESTINATION LOCAL	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN		
		TYPE OF ACCIDENT COLLIDED WITH OBJECT				
PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER MISCELLANEOUS ACTS,CONDITIONS - INTERFERENCE WITH FLIGHT CONTROLS						
FACTOR(S) TERRAIN - HIGH VEGETATION						
REMARKS- GLIDER SINGLE WHEEL.L WING CAUGHT HIGH WEEDS.						
3-3609	12/30/79 TIME - 1436	ELMIRA,NY	SCHWEIZER SGS126 N2508H DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 36, 257 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - HARRIS HILL DEPARTURE POINT ELMIRA,NY	INTENDED DESTINATION LOCAL	PHASE OF OPERATION LANDING FINAL APPROACH LANDING LEVEL OFF/TOUCHDOWN		
		TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH DIRT BANK				
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE						
3-0352	3/9/79 TIME - 1130	MARION,NC	SCHLEICHER KA6CR N8614E DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 26, 205 TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - SHIFLETT DEPARTURE POINT MARION,NC	INTENDED DESTINATION LOCAL	PHASE OF OPERATION LANDING FINAL APPROACH		
		TYPE OF ACCIDENT STALL SPIN				
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
3-3601	10/14/79 TIME - 0715	PORT MATILDA,PA	SCHWEIZER SGS135 N34182 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 22, 260 TOTAL HOURS, 86 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT JULIAN,PA	INTENDED DESTINATION LOCAL	PHASE OF OPERATION LANDING OTHER		
		TYPE OF ACCIDENT COLLIDED WITH TREES				
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE						
REMARKS- PLT TURNING TOWARDS FIELD AT BASE OF MTN.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1452	5/26/79	BENTON, TN	SCHLEICHER KA8B N170DR	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 50, 870 TOTAL HOURS, 20 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT BENTON, TN			DAMAGE-DESTROYED INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT	
TYPE OF ACCIDENT COLLIDED WITH TREES						
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC.						
REMARKS- PILOT RELEASED TOW CABLE AT TOO LOW AN ALTITUDE. WIND WAS CALM WITHOUT MUCH LIFTING ACTION.						
3-0533	3/18/79	CYPRESS, TX	BLANIK L-13 N100GH	CR- 0 1 0 PX- 0 1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 17, 121 TOTAL HOURS, 90 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - CYPRESS			DAMAGE-DESTROYED			
DEPARTURE POINT CYPRESS, TX			INTENDED DESTINATION LOCAL		PHASE OF OPERATION TAKEOFF INITIAL CLIMB	
TYPE OF ACCIDENT STALL SPIN						
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS						
SKY CONDITION OVERCAST			CEILING AT ACCIDENT SITE 3000			
VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)			PRECIPITATION AT ACCIDENT SITE NONE			
OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE			WIND DIRECTION-DEGREES 170			
WIND VELOCITY-KNOTS 15			TYPE OF WEATHER CONDITIONS VFR			
TYPE OF FLIGHT PLAN NONE						
REMARKS- PILOT EXPERIENCED EARLY RELEASE OF GLIDER TOW ROPE AT 250 AGL. WIND GUSTING ABOUT 30KTS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1089	5/24/79 TIME - 1423	CASTROVILLE, TX	SCHLEICHER ASW-19 N438AS DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL. INSTR., AGE 45, 3500 TOTAL HOURS, 10 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT CASTROVILLE, TX	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE			PHASE OF OPERATION LANDING ROLL	
PROBABLE CAUSE(S)						
MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION						
MISCELLANEOUS - ANIMAL(S) ON RUNWAY/TAXIWAY/RAMP						
FACTOR(S)						
TERRAIN - WET, SOFT GROUND						
WEATHER - DOWNDRAFT, UPDRAFTS						
		SKY CONDITION SCATTERED			CEILING AT ACCIDENT SITE UNLIMITED	
		VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)			PRECIPITATION AT ACCIDENT SITE NONE	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE			WIND VELOCITY-KNOTS CALM	
		TYPE OF WEATHER CONDITIONS VFR			TYPE OF FLIGHT PLAN NONE	
REMARKS- PIC SWITCHED TO ANOTHER FIELD DUE TO COWS						
3-2213	8/4/79 TIME - 1515	LITTLEFIELD, TX	TERN II N47775 DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	INSTRUCTIONAL TRAINING	STUDENT, AGE 15, 17 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - LITTLEFIELD MUNI				
		DEPARTURE POINT LITTLEFIELD, TX	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED	PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS						
PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE						
FACTOR(S)						
PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT						
EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.						
REMARKS- WITNESS RPRT-GLDR OSCILLATED AFT TKOF, RELEASED FROM TOW ACFT, WING TIP HIT GND DRG TURN TWD ARPT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2102	9/8/79 TIME - 1446	MCKINNEY, TX NAME OF AIRPORT - AERO COUNTY DEPARTURE POINT MCKINNEY, TX TYPE OF ACCIDENT HARD LANDING	SCHWEIZER SGS126 N3860A DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 30, 100 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED.
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- WHEELS, SKIDS.						
3-3606	10/8/79 TIME - 1440	ROXBURY, VT DEPARTURE POINT WARREN, VT TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH WIRES/POLES	OBERLERCHNE MG23SL N1156Q DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	ATP, FLIGHT INSTR., AGE 55, 4186 TOTAL HOURS, 5 IN TYPE, INSTRUMENT RATED.
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS						
3-0002	1/27/79 TIME - 1310	WINDSOR, VA NAME OF AIRPORT - GARNER DEPARTURE POINT WINDSOR, VA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	SCHWEIZER SGS126 N249AF DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL UNCONTROLLED	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 51, 1150 TOTAL HOURS, 180 IN TYPE, NOT INSTRUMENT RATED.
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING SYSTEMS - FLIGHT CONTROL SYSTEMS ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT PITCH CONTROL PROBLEM REMARKS- PLT FAILED TO CONNECT ELEV HORN TO ELEV PUSH-PULL ROD DRG GLIDER ASSY.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1208	6/2/79 TIME - 1600	ISSAQUAH, WA	LET BLANIK L-13 N93465 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 26, 27 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - SKYPORT DEPARTURE POINT INTENDED DESTINATION ISSAQUAH, WA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH OBJECT LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE HEAD WIND 338-022 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 330 7 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- INADVERTENTLY RETRACTED SPOILERS. RAN INTO FENCE						

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