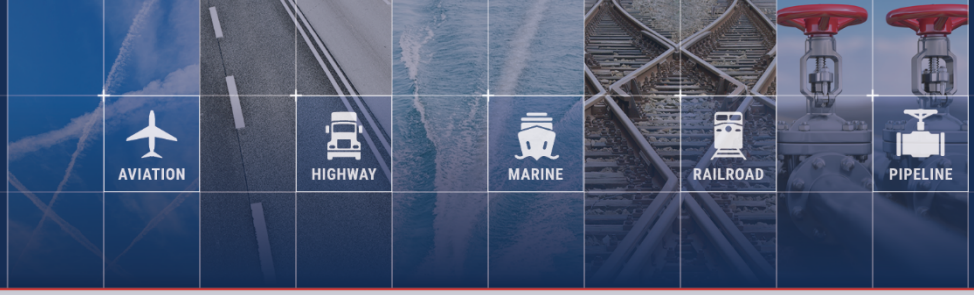

Aviation Investigation Factual Report

Location:	SHIRLEY, New York	**Accident Number:**	NYC01LA020
Date & Time:	October 21, 2000, 13:30 Local	**Registration:**	N2055T
Aircraft:	Schweizer SGS 2-33A	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On October 21, 2000, about 1330 Eastern Daylight Time, a Schweizer SGS 2-33A glider, N2055T, was substantially damaged during an off airport landing near Brookhaven Airport (HWV), Shirley, New York. The certificated commercial pilot and passenger were not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the local personal flight conducted under 14 CFR Part 91.

The pilot stated that he departed HWV about 1300, and was towed to 3,000 feet. About 1330, he was approximately 2.5 miles south of the airport, at an altitude of approximately 2,000 feet agl. The glider encountered downdrafts and began a descent of 500 feet per minute (fpm). The pilot initially flew back toward the airport, and increased his speed to 63 miles per hour (mph).

The pilot added that he was about 1.5 miles south of the airport at "a little less than 2000' agl," when he observed a rate of descent indication of about 600 fpm. The pilot thought that he would not be able to reach the airport, and elected to land in a field. While on approach to the field, about 300 feet above the ground, the glider encountered another downdraft. Realizing that he was not going to reach the field, the pilot "deliberately stalled" the glider into trees.

Examination of the wreckage by a Federal Aviation Administration inspector did not reveal any pre-impact mechanical malfunctions, nor did the pilot report any.

The reported surface wind at HWV, at 1256, was from 210 degrees at 11 knots, gusting to 16 knots. The pilot stated that before departing HWV, he listened to the automated surface observation system via radio.

Additionally, the reported wind aloft over HVW at 0700, was 255 degrees true at 23 knots, at 2,739 feet msl. The reported wind aloft over HVW at 1900, was 290 degrees true at 17 knots, 2,696 feet msl.

According to the glider manufacturer, the best (two-place glider) gliding speed was 50 mph. That speed resulted in a lift to drag ratio of 23-1, which corresponded to a glide of approximately 8 miles from 2,000 feet.

Pilot Information

Certificate:	Commercial	**Age:**	66,Male
Airplane Rating(s):	None	**Seat Occupied:**	Rear
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 None	**Last FAA Medical Exam:**	
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	503 hours (Total, all aircraft), 360 hours (Total, this make and model), 413 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schweizer	**Registration:**	N2055T
Model/Series:	SGS 2-33A SGS 2-33A	**Aircraft Category:**	Glider
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	495
Landing Gear Type:	Ski/wheel	**Seats:**	2
Date/Type of Last Inspection:	August 1, 2000 Annual	**Certified Max Gross Wt.:**	1040 lbs
Time Since Last Inspection:	22 Hrs	**Engines:**	Unknown
Airframe Total Time:	4700 Hrs	**Engine Manufacturer:**	
ELT:	Not installed	**Engine Model/Series:**	
Registered Owner:	LONG ISLAND SOARING ASSOC.	**Rated Power:**	
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	HWV ,82 ft msl	**Distance from Accident Site:**	1 Nautical Miles
Observation Time:	12:56 Local	**Direction from Accident Site:**	360°
Lowest Cloud Condition:	Clear	**Visibility**	8 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	11 knots / 16 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	210°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	18°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(HWV)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	13:00 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	BROOKHAVEN AIRPORT HWV	**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:	0	**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	40.789176,-72.869628(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	AL SCHNOR; FARMINGDALE , NY
Report Date:	March 22, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=50507