



Aviation Investigation Final Report

Location:	KENDALLVILLE, Indiana	Accident Number:	CHI92LA208
Date & Time:	July 5, 1992, 13:00 Local	Registration:	N36133
Aircraft:	Schweizer SGS2-33A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE TOW ROPE BROKE AT AN ALTITUDE OF APPROXIMATELY 300 FEET DURING THE AUTO TOW. THE PILOT ATTEMPTED TO RETURN TO THE AIRPORT. THE AIRPLANE DEVELOPED A HIGH SINK RATE DURING THE TURN AND THE LEFT WING CONTACTED THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER REMEDIAL ACTION, THE PILOT'S FAILURE TO MAINTAIN AIRSPEED, AND THE FAILED TOW ROPE.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

- 1. (C) GLIDER LAUNCH/TOW EQUIPMENT - FAILURE, TOTAL

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (C) REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	57, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 25, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1389 hours (Total, all aircraft), 50 hours (Total, this make and model), 1150 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schweizer	Registration:	N36133
Model/Series:	SGS2-33A SGS2-33A	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	563
Landing Gear Type:		Seats:	2
Date/Type of Last Inspection:	May 31, 1992 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	5 Hrs	Engines:	0 Unknown
Airframe Total Time:	533 Hrs	Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	BRYAN SOARING CLUB, INC.	Rated Power:	
Operator:	BRYAN SOARING CLUB, INC.	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	KENDALLVILLE MUNICIPAL C62	Runway Surface Type:	
Airport Elevation:	1000 ft msl	Runway Surface Condition:	
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	4400 ft / 75 ft	VFR Approach/Landing:	Forced 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:	41.440486,-85.250244(est)

Administrative Information

Investigator In Charge (IIC):	Kleckner, Pamela
Additional Participating Persons:	OLAN SCOTT; SOUTH BEND , IN
Original Publish Date:	August 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15496

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).