



Aviation Investigation Final Report

Location:	HALEIWA, OAHU, Hawaii	Accident Number:	LAX89LA188
Date & Time:	June 28, 1989, 18:00 Local	Registration:	N2059T
Aircraft:	SCHWEIZER SGS 2-33A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT HE WAS SOARING ALONG A RIDGE AND WAS ATTEMPTING TO MAINTAIN AT LEAST 330' AGL. HE SAID THAT HE ENCOUNTERED A STRONG DOWNDRAFT AND WAS UNABLE TO MAINTAIN ALTITUDE AND CRASHED INTO THE TREES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ADEQUATELY COMPENSATE FOR WIND CONDITIONS AND THE FAILURE TO MAINTAIN SUFFICIENT ALTITUDE TO CLEAR OBSTACLES. CONTRIBUTING TO THE ACCIDENT WERE THE DOWNDRAFTS ALONG THE RIDGE LINE.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - DOWNDRAFT
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	22, Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	None Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	318 hours (Total, all aircraft), 285 hours (Pilot In Command, all aircraft), 49 hours (Last 90 days, all aircraft), 36 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHWEIZER	Registration:	N2059T
Model/Series:	SGS 2-33A SGS 2-33A	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	489
Landing Gear Type:	Hull; Skid	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1040 lbs
Time Since Last Inspection:		Engines:	0 Unknown
Airframe Total Time:		Engine Manufacturer:	UNKNOWN
ELT:	Not installed	Engine Model/Series:	UNKNOWN
Registered Owner:	CIVIL AIR PATROL	Rated Power:	
Operator:	CIVIL AIR PATROL	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:	Dawn
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HALEIWA, OAHU , HI (HDH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	NONE	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	21.589042,-158.099792(est)

Administrative Information

Investigator In Charge (IIC): Isbell, Shelby

Additional Participating Persons:

Original Publish Date: August 2, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=26403>

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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](#).