



Aviation Investigation Final Report

Location:	WARNER SPRINGS, California	Accident Number:	LAX91LA155
Date & Time:	April 2, 1991, 00:01 Local	Registration:	N7562
Aircraft:	SCHWEIZER D	SGS1-26-	Aircraft Damage: Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THIS CERTIFICATED COMMERCIAL FIXED WING PILOT WAS PRACTICING FOR AN UPCOMING GLIDER FLIGHT TEST. HE WAS AERO TOWED FROM THE GLIDERPORT AT ABOUT 1340 HOURS. WHEN THE GLIDER DID NOT RETURN BY 1700 HOURS THE OPERATOR DISPATCHED 3 TOW AIRPLANE'S TO SEARCH FOR THE GLIDER. THE GLIDER WAS LOCATED AT ABOUT 1750 HOURS. THE PILOT TOLD THE OPERATOR THAT THE GLIDER STARTED LOSING ALTITUDE WHEN RETURNING TO THE GLINDERPORT. HE ELECTED TO FLY ALONG THE RIDGE IN HOPES OF ATTAINING ADDITIONAL THERMALS BUT HE ALLOWED THE AIRSPEED TO DIMINISH. WHEN HE ATTEMPTED TO TURN THE GLIDER STALLED AND SPUN IN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THAT THE PILOT USED POOR PLANNING/DECISION AND FAILED TO MAINTAIN FLYING SPEED. CONTRIBUTING TO HIS ACCIDENT WAS THE LOSS OF THERMAL LIFT AND LACK OF EXPERIENCE IN THIS TYPE OF AIRCRAFT.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: MANEUVERING

Findings

1. (F) WEATHER CONDITION - NO THERMAL LIFT
 2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

Findings

4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. (F) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	65, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3800 hours (Total, all aircraft), 6 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHWEIZER	Registration:	N7562
Model/Series:	SGS1-26-D SGS1-26-D	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	463
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	600 lbs
Time Since Last Inspection:		Engines:	Unknown
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:		Rated Power:	
Operator:	WILLAT, BERT	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	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:40 Local	Type of Airspace:	

Airport Information

Airport:	WARNER SPRINGS	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	33.279266,-116.600151(est)

Administrative Information

Investigator In Charge (IIC):	Lllorente, Abdon
Additional Participating Persons:	JEFFREY REYNOLDS; SAN DIEGO , CA
Original Publish Date:	January 22, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=27157

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](#).