



# Aviation Investigation Final Report

<b>Location:</b>	HEMET, California	<b>Accident Number:</b>	LAX91LA165
<b>Date &amp; Time:</b>	April 8, 1991, 14:15 Local	<b>Registration:</b>	N2032T
<b>Aircraft:</b>	SCHWEIZER	SGS 2-33A	<b>Aircraft Damage:</b> Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

THE NON-CERTIFICATED STUDENT PILOT WAS LANDING HIS GLIDER IN A DIRT AND GRASS AREA BETWEEN TWO PARALLEL RUNWAYS. RECENT RAIN HAD PRODUCED A GROWTH OF NEW GRASS IN THE LANDING AREA. THE PILOT HAD NOT LANDED AT THE AIRPORT IN THE LAST 30 DAYS. THE PILOT WAS CONFUSED BY THE PATTERN OF NEW GRASS IN THE LANDING AREA AND TOUCHED DOWN IN AN AREA OF BARE GROUND THAT APPEARED TO BE THE PROPER LANDING ZONE, BUT WAS POSITIONED TOO CLOSE TO PARKED GLIDERS. DURING THE LANDING ROLL OUT, THE RIGHT WING TIP OF HIS GLIDER STRUCK THE LEFT WING OF A PARKED GLIDER AND THEN PIVOTED INTO THE LEFT SIDE OF A SECOND PARKED GLIDER. THE PILOT WAS NOT INJURED. ALL THREE GLIDERS WERE SUBSTANTIALLY DAMAGED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PIC TO SELECT A PROPER TOUCH DOWN POINT. CONTRIBUTING TO THE ACCIDENT WAS THE LACK OF RECENT FAMILIARITY WITH THE GEOGRAPHIC LAYOUT OF THE LANDING AREA.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

#### Findings

1. OBJECT - AIRCRAFT PARKED/STANDING
2. (C) PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
3. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Unknown Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	22 hours (Total, all aircraft), 21 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	SCHWEIZER	<b>Registration:</b>	N2032T
<b>Model/Series:</b>	SGS 2-33A SGS 2-33A	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	462
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	1040 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0 Unknown
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	MICHAEL & JULIE VENABLE	<b>Rated Power:</b>	
<b>Operator:</b>	MICHAEL & JULIE VENABLE	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	13:55 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	HEMET HMT	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	1512 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Erickson, Scott
<b>Additional Participating Persons:</b>	ROGER BROWNLOW; RIVERSIDE, CA
<b>Original Publish Date:</b>	January 25, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=27165">https://data.nts.gov/Docket?ProjectID=27165</a>

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