



Aviation Investigation Final Report

Location:	WARNER SPRINGS, California	Accident Number:	LAX93LA013
Date & Time:	October 17, 1992, 12:02 Local	Registration:	N1176S
Aircraft:	SCHWEIZER SGS 2-33A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT HE ENCOUNTERED A HIGHER THAN NORMAL SINK RATE ON DOWNWIND AND ENDED UP LOWER THAN NORMAL ABEAM THE END OF THE RUNWAY. INSTEAD OF TURNING BASE EARLY, THE PILOT ELECTED TO CONTINUE ON DOWNWIND AND TURN BASE AT THE CUSTOMARY LOCATION. THE PILOT REALIZED HIS PROBLEM ON BASE AND ATTEMPTED TO TIGHTEN THE TURN TO FINAL TO MAKE THE RUNWAY. THE PILOT REPORTED THAT HE CROSS CONTROLLED THE AIRCRAFT WHILE MAKING THE TURN AND THE GLIDER STALLED, THEN SPUN TO THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE PLANNED APPROACH TO THE RUNWAY, AND, HIS IMPROPER USE OF THE FLIGHT CONTROLS WHICH RESULTED IN AN INADVERTENT ACCELERATED STALL/SPIN.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

- Findings
1. WEATHER CONDITION - DOWNDRAFT
 2. (C) PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND

3. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land	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:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 16, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1208 hours (Total, all aircraft), 585 hours (Total, this make and model), 1124 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHWEIZER	Registration:	N1176S
Model/Series:	SGS 2-33A SGS 2-33A	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	226
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 21, 1992 100 hour	Certified Max Gross Wt.:	1040 lbs
Time Since Last Inspection:	31 Hrs	Engines:	0 Unknown
Airframe Total Time:	8127 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	BRET WILLAT	Rated Power:	
Operator:	BRET WILLAT	Operating Certificate(s) Held:	None
Operator Does Business As:	SKY SAILING AIRPORT	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	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(CL35)	Type of Flight Plan Filed:	None
Destination:	(CL35)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	WARNER SPRINGS CL35	Runway Surface Type:	Asphalt
Airport Elevation:	2885 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	3500 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	33.28096,-116.599411(est)

Administrative Information

Investigator In Charge (IIC): Rich, Jeff

Additional Participating Persons: NICK F WEBER; SAN DIEGO , CA
JESUS LUCERO; SAN DIEGO , CA

Original Publish Date: September 14, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=27846>

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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](#).