



Aviation Investigation Final Report

Location:	MOKULEIA, Hawaii	Accident Number:	LAX94LA027
Date & Time:	October 27, 1993, 14:30 Local	Registration:	N7779S
Aircraft:	Schweizer SGS 2-33A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

According to FAA Inspectors, the student pilot was operating in weak ridge conditions and encountered a sinking air mass while maneuvering along a ridgeline. In so doing, the right wing of the glider struck a tree. The pilot was able to continue the flight and landed at Dillingham Airfield without further incident. An off-duty FSDO supervisor saw the aircraft in the hangar and noticed damage to the aircraft.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the student pilot's misjudgement of descent rate and terrain clearance while maneuvering along a ridgeline. Factors in the accident were the downdrafts and the mountainous/hilly nature of the terrain.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (F) WEATHER CONDITION - DOWNDRAFT
3. (C) DESCENT - MISJUDGED - PILOT IN COMMAND
4. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND



Factual Information

On October 27, 1993, at 1430 Hawaiian standard time, a Schweizer SGS 2-33A, N7779S, struck a tree with the right wing while soaring along a ridge line. The student pilot was conducting a local visual flight rules solo instructional flight. The glider, operated by Honolulu Soaring Club, Inc., sustained substantial damage. The student pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. The flight originated at Dillingham Airfield, Waialua, Hawaii, at 1330 Hawaiian standard time.

According to FAA Inspectors, the student pilot was operating in weak ridge conditions and encountered a sinking air mass. In so doing, the right wing of the glider struck a tree. The pilot was able to continue the flight and landed at Dillingham Airfield without further incident. An off-duty FSDO supervisor saw the aircraft in the hangar and noticed damage which consisted of a five inch dent in the leading edge between the third and fourth wing ribs, counting inboard from the tip. The skin was severely wrinkled, extending from the impact point on the leading edge, aft to the trailing edge.

Pilot Information

Certificate:	Student	Age:	21, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	54 hours (Total, all aircraft), 54 hours (Total, this make and model), 9 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hour (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schweizer	Registration:	N7779S
Model/Series:	SGS 2-33A SGS 2-33A	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	149
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 5, 1993 100 hour	Certified Max Gross Wt.:	1040 lbs
Time Since Last Inspection:	15 Hrs	Engines:	Unknown
Airframe Total Time:	5281 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	HONOLULU SOARING CLUB, INC.	Rated Power:	
Operator:		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:	Unknown / 10000 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WAIALUA , HI (HDH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
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:	21.569351,-158.119201(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	DAVE LUEHRING; HONOLULU , HI
Original Publish Date:	August 1, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=28581

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