Aviation Investigation Final Report

Location:	LLANO, California	**Accident Number:**	LAX97LA160
Date & Time:	April 12, 1997, 16:30 Local	**Registration:**	N2037T
Aircraft:	Schweizer SGS 2-33A	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

Before entering the traffic pattern, the student pilot checked the windsock and the tetrahedron at midfield for current wind information, and proceeded to enter a standard 45-degree approach from the northeast. The wind was at a right angle to runway 7R, approximately 340 degrees, at an estimated 10 miles per hour. A left 90-degree turn onto the base leg was initiated with a tailwind. The pilot checked to make sure he was still inside the center line of the glider runway and transitioned to the final approach sequence. During rollout onto final approach, the aircraft was blown across the southern boundary fence. As the aircraft crossed back over the fence, the left wing struck a fence post.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the student pilot's inadequate compensation for the crosswind condition, and his failure to maintain proper altitude and clearance from the boundry fence, during an approach to land on the runway. Factors relating to the accident were: the crosswind, and overshooting the turn to final approach (failing to attain proper runway alignment).

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (F) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
4. OBJECT - FENCE
5. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On April 12, 1997, at 1630 hours Pacific daylight time, a Schweizer SGS 2-33A, N2037T, drifted off runway 7 on landing and the left wing clipped the perimeter fence at the Crystalaire Airport, Llano, California. The glider was substantially damaged, and the student pilot, the sole occupant, was not injured. Visual meteorological conditions existed for the local solo instructional flight which originated at 1515.

The student pilot reported he flew a 45-degree entry from the northeast and checked the windsock and tetrahedron at midfield. He noted that the wind was at a right angle to runway 7R, approximately 340 degrees, at an estimated 10 miles an hour. He stated that he initiated a left 90-degree turn onto the base leg with a tailwind. At this point, he checked to make sure he was still inside the center line of the glider runway and transitioned to the final approach sequence. The student pilot stated that on "rollout to final I was blown across the southern boundary fence at which time I continued the left hand turn so that the aircraft was now on a heading of [350] degrees. As I crossed back over the fence my left wing struck a fence post. The aircraft came to rest on the airport property facing [a] heading [of] 250 degrees."

Pilot Information

Certificate:	Student	**Age:**	38,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:	None None	**Last FAA Medical Exam:**	
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	51 hours (Total, all aircraft), 51 hours (Total, this make and model), 17 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schweizer	**Registration:**	N2037T
Model/Series:	SGS 2-33A SGS 2-33A	**Aircraft Category:**	Glider
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	467
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	August 1, 1996 Annual	**Certified Max Gross Wt.:**	1040 lbs
Time Since Last Inspection:	150 Hrs	**Engines:**	Unknown
Airframe Total Time:	2100 Hrs	**Engine Manufacturer:**	
ELT:		**Engine Model/Series:**	
Registered Owner:	CIVIL AIR PATROL INC.	**Rated Power:**	
Operator:	CIVIL AIR PATROL SQUADRON 41	**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**	
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	10 knots / 15 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	340°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(L01)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	15:15 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	CRYSTALAIRE L01	**Runway Surface Type:**	Dirt
Airport Elevation:	3420 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	7	**IFR Approach:**	None
Runway Length/Width:	4500 ft / 250 ft	**VFR Approach/Landing:**	Full stop;Traffic pattern

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:**	34.480857,-117.88047(est)

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	RALPH MEYER; VAN NUYS , CA
Original Publish Date:	May 21, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=29773