



# Aviation Investigation Final Report

<b>Location:</b>	WAYNESBORO, Virginia	<b>Accident Number:</b>	NYC92LA126
<b>Date &amp; Time:</b>	June 23, 1992, 16:20 Local	<b>Registration:</b>	N2781H
<b>Aircraft:</b>	SCHWEIZER 1-26E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE GLIDER PILOT WAS RETURNING FOR A LANDING ON RUNWAY 23. THE PILOT REPORTED THE WINDS AS BEING FROM 260 DEGREES AT 13 KNOTS, WITH GUSTS TO 20 KNOTS. PRIOR TO THE LANDING AREA, THE TERRAIN SLOPES DOWNWARD. A WITNESS OBSERVED THE GLIDER ON FINAL AND DESCRIBED IT AS, 'VERY LOW AND SLOW.' THE FAA REPORTED THE PILOT WAS ATTEMPTING TO STRETCH HIS GLIDE AND STALLED THE GLIDER. THE GLIDER DESCENDED INTO RISING TERRAIN. THE PILOT'S TOTAL TIME WAS 45 HOURS WITH 21 HOURS AS PILOT-IN-COMMAND.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO MAINTAIN AIRSPEED WHICH RESULTED IN AN INADVERTENT STALL WHILE ON APPROACH. FACTORS RELATED TO THE ACCIDENT WERE: THE PILOT'S LACK OF EXPERIENCE, AN IMPROPERLY PLANNED APPROACH, AND THE GUSTY WINDS.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - GUSTS

2. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. (F) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
  4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  5. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. TERRAIN CONDITION - UPHILL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider	<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>	None None	<b>Last FAA Medical Exam:</b>	January 2, 1900
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	45 hours (Total, all aircraft), 21 hours (Total, this make and model), 21 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	SCHWEIZER	<b>Registration:</b>	N2781H
<b>Model/Series:</b>	1-26E 1-26E	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	671
<b>Landing Gear Type:</b>	Ski/wheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	January 2, 1900 Annual	<b>Certified Max Gross Wt.:</b>	635 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0 Unknown
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>		<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	CARL M. ROHMANN	<b>Rated Power:</b>	
<b>Operator:</b>	AUGUSTA AVIATION	<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>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots / 20 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	24°C
<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>	None
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	Airport advisory area;Class G

## Airport Information

<b>Airport:</b>	WAYNESBORO W13	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1437 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	23	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2009 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<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 Serious	<b>Latitude, Longitude:</b>	38.06031,-78.900184(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hancock, Robert
<b>Additional Participating Persons:</b>	RAY SCOTT; RICHMOND , VA
<b>Original Publish Date:</b>	August 31, 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=37179">https://data.nts.gov/Docket?ProjectID=37179</a>

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