



Aviation Investigation Final Report

Location:	BARRE, Massachusetts	Accident Number:	NYC96LA016
Date & Time:	October 22, 1995, 14:30 Local	Registration:	N65852
Aircraft:	SCHWEIZER SGS 2-33	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE GLIDER PILOT REPORTED THAT WHILE THERMAL SOARING AT AN ALTITUDE OF 3350 FEET, HE ENCOUNTERED SINKING AIR. HE STATED THAT HE TRIED TO RETURN TO THE DEPARTURE AIRPORT, BUT SUBSEQUENTLY HEADED FOR AN OPEN FIELD ONE-HALF MILE FROM THE AIRPORT. HOWEVER, A UTILITY POLE WAS IN HIS PATH. DURING A TURN TO AVOID THE POLE, THE GLIDER WAS REPORTED TO HAVE STALLED ABOUT 25 FEET ABOVE THE GROUND AND STRUCK THE GROUND IN A NOSE DOWN, LEFT WING LOW ATTITUDE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper inflight planning/decision, which resulted in his failure to return to the airport after encountering an area of no thermal lift, and his failure to maintain adequate airspeed, while maneuvering to avoid an obstruction during an off airport landing.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: MANEUVERING

Findings

1. WEATHER CONDITION - NO THERMAL LIFT
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - EMERGENCY

Findings

- 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
- 5. EVASIVE MANEUVER - PERFORMED - PILOT IN COMMAND
- 6. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
- 7. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

- 8. TERRAIN CONDITION - OPEN FIELD

Factual Information

On October 22, 1995, about 1430 eastern daylight time, a Schweizer SGS 2-33 glider, N65852, was substantially damaged when it struck the ground in Barre, Massachusetts. The private pilot received minor injuries. Visual meteorological conditions prevailed, and no flight plan had been filed for the local flight which had departed the Tanner-Hiller Airport, Barre, at 1400, and was operated under 14 CFR Part 91.

In the NTSB Accident Report, the pilot stated:

Takeoff & tow to 3000 ft AGL normal Thermoaled to 3350 Experienced heavy sink -
Tried to return to airport Flew into a position where I wouldn't continue because of utility
pole Turned left - left wing contacted ground - aircraft rotated 180 degrees

When interviewed, the pilot reported that the glider stalled during the turn, at an altitude of about 25 feet above the ground.

According to the FAA, the left wing was bent outboard of the strut attach point, and the fuselage was bent about 6 feet behind the cockpit.

Pilot Information

Certificate:	Private	Age:	77, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	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:	75 hours (Total, all aircraft), 75 hours (Total, this make and model), 34 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHWEIZER	Registration:	N65852
Model/Series:	SGS 2-33 SGS 2-33	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	342
Landing Gear Type:		Seats:	2
Date/Type of Last Inspection:	July 1, 1995 Annual	Certified Max Gross Wt.:	1040 lbs
Time Since Last Inspection:	40 Hrs	Engines:	Unknown
Airframe Total Time:	662 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	NEW ENGLAND SOARING ASSOC.	Rated Power:	
Operator:	BOUCHARD GLIDERS	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:	ORH ,1009 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	14:56 Local	Direction from Accident Site:	130°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(8B5)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	TANNER-HILLER 8B5	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Hancock, Robert
Additional Participating Persons:	GENE BENBEN; WINDSOR LOCKS , CT
Original Publish Date:	February 27, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=39117

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