



# Aviation Investigation Final Report

<b>Location:</b>	HEBER CITY, Utah	<b>Accident Number:</b>	SEA94LA078
<b>Date &amp; Time:</b>	March 8, 1994, 15:00 Local	<b>Registration:</b>	N5790S
<b>Aircraft:</b>	SCHWEIZER 2-33A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

WHILE BEING TOWED DURING A TAKEOFF ROLL, THE DUAL GLIDER STUDENT WAS NOT ABLE TO MAINTAIN DIRECTIONAL CONTROL. THE INSTRUCTOR PILOT TOOK CONTROL OF THE AIRCRAFT, AND ELECTED TO CONTINUE THE TAKEOFF. HIS REMEDIAL ACTIONS WERE INADEQUATE TO KEEP THE AIRCRAFT FROM DEPARTING THE RUNWAY, AND HE DID NOT INITIATE AN ABORT UNTIL AFTER THE GLIDER STRUCK A TAXIWAY MARKER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FLIGHT INSTRUCTOR'S DELAYED/INADEQUATE REMEDIAL ACTION. FACTORS INCLUDE THE STUDENT PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL, AND UNFAVORABLE/VARIABLE, GUSTY WINDS DURING THE TAKEOFF ROLL.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
3. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

4. (F) WEATHER CONDITION - UNFAVORABLE WIND
5. (F) WEATHER CONDITION - GUSTS

## Factual Information

On March 8, 1994, approximately 1500 mountain standard time (MST), a Schweizer 2-33A glider, N5790S, collided with taxiway markers during the takeoff roll at Heber Valley Airport, Heber City, Utah. The certified flight instructor and his dual student were not injured, but the aircraft sustained substantial damage. The dual student, who was attempting a takeoff for a local instructional flight, was operating in visual meteorological conditions at the time of the accident. No flight plan had been filed, and there was no report of an ELT activation.

According to the flight instructor, the student pilot was making the takeoff with the assistance of a wing-runner. After the flight controls became effective, the wing-runner let go of the wing. Soon thereafter, the glider veered left, and the left wing dipped sharply. The flight instructor took control of the aircraft, but his remedial action was not sufficient to keep the aircraft from departing the side of the runway and striking a runway marker. The instructor pilot aborted the takeoff by releasing the tow line after the impact with the marker.

In an interview with investigators, the instructor pilot said that he believed a variable crosswind switched to a quartering tailwind during the takeoff roll, resulting in a loss of flight control effectiveness.

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	21, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine; Glider	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	August 30, 1993
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	461 hours (Total, all aircraft), 95 hours (Total, this make and model), 420 hours (Pilot In Command, all aircraft), 62 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	SCHWEIZER	<b>Registration:</b>	N5790S
<b>Model/Series:</b>	2-33A 2-33A	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	117
<b>Landing Gear Type:</b>	Hull	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	November 4, 1993 Annual	<b>Certified Max Gross Wt.:</b>	1040 lbs
<b>Time Since Last Inspection:</b>	44 Hrs	<b>Engines:</b>	Unknown
<b>Airframe Total Time:</b>	2291 Hrs	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	ROWSER, LELAND C.	<b>Rated Power:</b>	
<b>Operator:</b>		<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>	30 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/ 15 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	7°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>	15:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	HEBER VALLEY AIRPORT 36U	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5632 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	21	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6900 ft / 75 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<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>	2 None	<b>Latitude, Longitude:</b>	40.43003,-111.190391(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Anderson, Orrin
<b>Additional Participating Persons:</b>	JOAN PETERSON; SALT LAKE, UT
<b>Original Publish Date:</b>	December 2, 1994
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=41891">https://data.ntsb.gov/Docket?ProjectID=41891</a>

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