



Aviation Investigation Final Report

Location:	HEBER CITY, Utah	Accident Number:	SEA93LA005
Date & Time:	October 1, 1992, 14:30 Local	Registration:	N2763H
Aircraft:	SCHWEIZER SSG 2-33A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT ATTEMPTED TO MAKE AN AERO-TOW TAKEOFF IN THE FUSELAGE WHEEL LANDING GEAR EQUIPPED GLIDER WITH THE LEFT WING SKID ON THE RUNWAY. THE ACFT DRIFTED LEFT AT THE BEGINNING OF THE TAKEOFF ROLL AND THE LEFT WING IMPACTED A TAXIWAY SIGN BESIDE THE RUNWAY WHEN THE ACFT REACHED ABOUT 5 MPH.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PROPER ALIGNMENT WAS NOT MAINTAINED BY THE PILOT. A FACTOR RELATING TO THE ACCIDENT WAS THE SIGN LOCATED BESIDE THE RUNWAY.

Findings

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

Findings

1. (F) OBJECT - SIGN
2. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	36, 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 Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	185 hours (Total, all aircraft), 87 hours (Total, this make and model), 165 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHWEIZER	Registration:	N2763H
Model/Series:	SSG 2-33A SSG 2-33A	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	513
Landing Gear Type:		Seats:	2
Date/Type of Last Inspection:	September 28, 1992 Annual	Certified Max Gross Wt.:	1040 lbs
Time Since Last Inspection:		Engines:	0 Unknown
Airframe Total Time:	2128 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	ROWSER, LELAND C.	Rated Power:	
Operator:	ROWSER, LELAND C.	Operating Certificate(s) Held:	None
Operator Does Business As:	HIGH VALLEY AVIATION	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PVU ,4491 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	14:34 Local	Direction from Accident Site:	265°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	HEBER VALLEY 36U	Runway Surface Type:	Asphalt
Airport Elevation:	5630 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	6900 ft / 75 ft	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:	40.430149,-111.189292(est)

Administrative Information

Investigator In Charge (IIC):	Mangum, Prentiss
Additional Participating Persons:	TOM ARNOLD; SALT LAKE CITY , UT
Original Publish Date:	July 26, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=42949

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).