



Aviation Investigation Final Report

Location:	WAILUA, Hawaii	Accident Number:	LAX99LA232
Date & Time:	June 27, 1999, 15:00 Local	Registration:	N17902
Aircraft:	Schweizer SGS-2-33A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot stated the winds were blustery at 15 to 20 knots. He turned to final approach at 350 feet with full spoilers. At 200 feet he reduced spoilers to 25 percent. He was maintaining 75 to 80 miles per hour (mph) and increased spoilers to 50 percent at 100 feet. He stated he experienced a sudden loss of velocity at 25 feet, followed by a nose down attitude. After the glider contacted the runway, the nose went up and the glider became airborne again. The pilot applied full spoilers with a forward slide in an attempt to flare. The nose touched down followed immediately by the tail contacting the ground. The glider became airborne, then touched down and stopped within 15 to 20 feet.

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 adequately compensate for the existing gusty wind conditions and his improper recovery from a bounced landing.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. WEATHER CONDITION - GUSTS

2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Factual Information

On June 27, 1999, about 1500 hours Hawaiian standard time, a Schweizer SGS-2-33A glider, N17902, sustained substantial damage during a hard landing at Dillingham Field in Wailua, Hawaii. The glider was being operated by Honolulu Soaring Club under the provisions of 14 CFR Part 91 as an instructional flight. The student pilot, who suffered minor injuries, departed Dillingham about 1415 on a local unsupervised solo flight. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot stated the winds were blustery at 15 to 20 knots. He turned to final approach for runway 8 at 350 feet with full spoilers. At 200 feet he reduced spoilers to 25 percent. He was maintaining 75 to 80 miles per hour and increased spoilers to 50 percent at 100 feet. He stated he experienced a sudden loss of velocity at 25 feet, followed by a nose down attitude. After the glider contacted the runway, the nose went up and the glider became airborne. The pilot applied full spoilers with a forward slide in an attempt to flare. The nose touched down followed immediately by the tail contacting the ground. The glider became airborne again, then touched down and stopped within 15 to 20 feet. The landing gear mounting frame was crushed and a tube fractured in the fuselage frame.

Pilot Information

Certificate:	Student	Age:	51, 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:	25 hours (Total, all aircraft), 25 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schweizer	Registration:	N17902
Model/Series:	SGS-2-33A SGS-2-33A	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	292
Landing Gear Type:	Ski/wheel	Seats:	2
Date/Type of Last Inspection:	April 21, 1999 Annual	Certified Max Gross Wt.:	1040 lbs
Time Since Last Inspection:	33 Hrs	Engines:	Unknown
Airframe Total Time:	8565 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	HONOLULU SOARING CLUB	Rated Power:	
Operator:		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:	HNL ,13 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	285°
Lowest Cloud Condition:	Scattered / 11000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	18 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(HDH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	DILLINGHAM HDH	Runway Surface Type:	Asphalt
Airport Elevation:	14 ft msl	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	9007 ft / 75 ft	VFR Approach/Landing:	Full stop

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:	21.569013,-158.120254(est)

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	MIKE SEES; HONOLULU , HI
Original Publish Date:	August 14, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=46641

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