



Aviation Investigation Final Report

Location:	PRESCOTT, Arizona	Accident Number:	LAX00LA217
Date & Time:	June 4, 2000, 15:20 Local	Registration:	N3814A
Aircraft:	Schweizer SGS-1-26	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

After making a radio call from a handheld microphone on base to final, the pilot realized that she was a little high. She set the microphone down and placed both hands on the control stick in an effort to execute a sideslip to lose altitude. While attempting to flare and clear the airport boundary fence, the glider did not respond to back pressure applied to the control stick. The microphone was later found lodged in the control stick well.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Diminished control during the landing phase of operation due to a partial blockage of the elevator controls by a microphone that became lodged in the control stick well.

Findings

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

- Findings
1. (C) FLT CONTROL SYST,ELEVATOR CONTROL - BLOCKED(PARTIAL)
 2. (C) AIRCRAFT CONTROL - DIMINISHED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

3. OBJECT - FENCE

Factual Information

On June 4, 2000, about 1520 hours mountain standard time, a Schweizer SGS 1-26 glider, N3814A, sustained substantial damage after colliding with a fence while landing at Coyote Run Gliderport, near Prescott, Arizona. Prescott Soaring Association operated the glider under the provisions of 14 CFR Part 91. The student pilot, the sole occupant, was not injured. The instructional flight departed Coyote Run about 1420. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot reported that after making a radio call to advise traffic in the area that she was on base to final, she realized that she was a little high. In an attempt to lose altitude, she placed the microphone down and placed both hands on the control stick to execute a sideslip. While attempting to flare and clear the airport boundary fence, the glider did not respond to back pressure applied to the control stick. The glider contacted the airport fence and subsequently the ground in a 10-degree nose down pitch attitude, and then bounced 25 to 30 feet back into the air. The glider contacted the ground in a 10-degree nose down pitch attitude for a second time, and ground looped about 100 feet left of centerline. The microphone was later found lodged in the control stick well.

Pilot Information

Certificate:	Student	Age:	19,Female
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	20 hours (Total, all aircraft), 20 hours (Total, this make and model), 20 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schweizer	Registration:	N3814A
Model/Series:	SGS-1-26 SGS-1-26	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	94
Landing Gear Type:	Hull	Seats:	1
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	575 lbs
Time Since Last Inspection:	50 Hrs	Engines:	Unknown
Airframe Total Time:	2081 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	PRESCOTT SOARING ASSOCIATION	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:	PRC ,5045 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	255°
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	17°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	91°C / 36°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(AZ86)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	COYOTE RUN GLIDERPORT AZ86	Runway Surface Type:	Dirt
Airport Elevation:	4978 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	1000 ft / 60 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	33.609928,-111.88932(est)

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	JIM GUTHRIE; SCOTTSDALE , AZ
Original Publish Date:	July 30, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49358

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