



Aviation Investigation Final Report

Location:	Bloomingsburg, New York	Accident Number:	IAD05CA081
Date & Time:	June 20, 2005, 16:24 Local	Registration:	N341PW
Aircraft:	PZL Swidnik PW-5	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was participating in a competition between regional glider pilots. After approximately 2.5 hours of gliding, while heading towards Middletown, New York, the pilot stated that thermal lift began to decrease, so he decided to divert to a closer airport. About 4.1 nautical miles from the airport, his glide computer indicated an estimated arrival altitude of 350 feet agl. Over the next mile, lift continued to be lost and the glider descended about 300 feet, which forced the pilot to find an off airport location to land. The pilot set up a right hand traffic pattern to a hay field and when he made a right turn from the base leg of the traffic pattern to the final leg, the glider's "airspeed was low" and it subsequently "stalled and nosed down."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain airspeed, which resulted in an inadvertent stall, and subsequent impact with terrain.

Findings

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

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On June 20, 2005, about 1624 eastern daylight time, a PZL-Swidnik PW-5 glider, N341PW, was substantially damaged when it impacted terrain while maneuvering for an off airport landing near Bloomingburg, New York. The certificated private pilot received minor injuries. Visual meteorological conditions prevailed and no flight plan was filed for the local personal flight conducted under 14 CFR Part 91 which departed the Blairstown Airport (1N7), Blairstown, New Jersey.

According to the pilot, the purpose of the flight was to fly the "governor's cup north course" as part of a competition between regional glider pilots.

After approximately 2.5 hours of gliding, while heading towards Middletown, New York, the pilot stated that thermal lift began to decrease, and he decided to divert to the Wurtsboro-Sullivan County Airport (N82), Wurtsboro, New York. About 4.1 nautical miles from the airport, his glide computer indicated an estimated arrival altitude of 350 feet agl. However, over the next mile, lift continued to be lost, and the glider descended about 300 feet, which forced the pilot to find a off airport location to land.

The pilot chose to land in a hay field bordered by trees. He set up a right hand traffic pattern, and when he made a right turn from the base leg of his traffic pattern to the final leg, his "airspeed was low" and the glider "stalled and nosed down."

A post accident examination of the glider by a Federal Aviation Administration inspector, revealed that the glider had sustained substantial damage, and that the fuselage, was bent 90 degrees and exhibited multiple cracks and tears in the composite material.

The pilot reported no mechanical deficiencies with the glider.

A weather observation taken at the Orange County Airport (MGJ), Montgomery, New York, approximately 10 miles from the accident site, at 1654, recorded the winds as variable at 3 knots, 10 statute miles visibility, and clear skies below 12,000 feet.

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
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	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 1, 2005
Flight Time:	1166 hours (Total, all aircraft), 326 hours (Total, this make and model), 1131 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PZL Swidnik	Registration:	N341PW
Model/Series:	PW-5	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	1712023
Landing Gear Type:	Unknown	Seats:	1
Date/Type of Last Inspection:	May 1, 2005 Annual	Certified Max Gross Wt.:	660 lbs
Time Since Last Inspection:	80 Hrs	Engines:	0
Airframe Total Time:	360 Hrs as of last inspection	Engine Manufacturer:	
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MGJ,365 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	16:54 Local	Direction from Accident Site:	135°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	24°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Blairstown, NJ (1N7)	Type of Flight Plan Filed:	None
Destination:	(1N7)	Type of Clearance:	None
Departure Time:	13:47 Local	Type of Airspace:	

Airport Information

Airport:	Wurtsboro County Airport N82	Runway Surface Type:	Grass/turf
Airport Elevation:	560 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	1100 ft / 110 ft	VFR Approach/Landing:	None

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:	41.52639,-74.47889

Administrative Information

Investigator In Charge (IIC):	Gunther, Todd
Additional Participating Persons:	Mike Mahan; Albany, NY
Original Publish Date:	October 27, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=61766

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