



Aviation Investigation Final Report

Location:	Moriarty, New Mexico	Accident Number:	CEN10CA542
Date & Time:	September 5, 2010, 14:40 Local	Registration:	N4664
Aircraft:	SCHEMPP-HIRTH STANDARD CIRRUS	Aircraft Damage:	Substantial
Defining Event:	Sys/Comp malf/fail (non-power)	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While being towed aloft behind an airplane, the glider’s cockpit canopy inadvertently opened. The glider pilot released from tow and attempted to close the canopy to no avail. The pilot entered the airport traffic pattern for landing about 20 minutes later. While on final approach, the pilot was unable to activate the dive brakes to shorten the landing distance due to her left hand being used to hold the canopy down. The glider crossed the runway threshold around 300 feet above ground level, and continued past the end of the runway for approximately one mile before she performed an off-airport landing. During landing the glider’s right wing impacted a fence post, resulting in structural damage. The reason for the inadvertent canopy opening was not determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadvertent opening of the cockpit canopy for undetermined reasons.

Findings

Aircraft	(general) - Malfunction
Not determined	(general) - Unknown/Not determined

Factual Information

History of Flight

Takeoff	Sys/Comp malf/fail (non-power) (Defining event)
Landing	Landing area overshoot
Landing	Off-field or emergency landing

Pilot Information

Certificate:	Private	Age:	53,Female
Airplane Rating(s):	None	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:	July 1, 2010
Flight Time:	61 hours (Total, all aircraft), 1 hours (Total, this make and model), 22 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHEMPP-HIRTH	Registration:	N4664
Model/Series:	STANDARD CIRRUS	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	172
Landing Gear Type:	Retractable - Tandem	Seats:	1
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	728 lbs
Time Since Last Inspection:		Engines:	0
Airframe Total Time:	1869 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	HAWKINS TIM J	Rated Power:	
Operator:	HAWKINS TIM J	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	0E0	Distance from Accident Site:	1 Nautical Miles
Observation Time:	14:45 Local	Direction from Accident Site:	68°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.5 inches Hg	Temperature/Dew Point:	32°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Moriarty, NM (0E0)	Type of Flight Plan Filed:	None
Destination:	Moriarty, NM (0E0)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

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:	34.985553,-106.009445(est)

Administrative Information

Investigator In Charge (IIC):	LeBaron, Timothy
Additional Participating Persons:	Bob O'Haver; Federal Aviation Administration; Albuquerque, NM
Original Publish Date:	May 5, 2011
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.nts.gov/Docket?ProjectID=77312

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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](#).