



Aviation Investigation Final Report

Location:	Eighty Four, Pennsylvania	Accident Number:	ERA14CA031
Date & Time:	October 19, 2013, 13:30 Local	Registration:	N2997H
Aircraft:	Schweizer SGS 1 26E	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was conducting his second solo flight in the glider. Witnesses reported that the glider appeared fast while maneuvering in the traffic pattern for landing. The pilot stated that the glider was high on final approach and he lowered the nose and attempted a slip maneuver; however, the glider touched down hard, beyond the mid-point of the 2,260 foot-long runway. It then bounced, became airborne, and was still flying too fast to land on the remaining runway. In an attempt to avoid obstacles that were located beyond the end and right side of the runway, the pilot maneuvered to the left and the glider subsequently impacted trees. The right wing separated and the left wing was substantially damaged. The pilot did not report any preaccident mechanical malfunctions or failures that would have precluded normal operation of the glider. He further reported that he had accumulated about 530 hours of total flight experience, which included about 18 hours in gliders, and .5 hours in the same make and model as the accident glider.

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 proper airspeed and glide path, which resulted in an overshoot, a hard landing, and a subsequent collision with terrain. Contributing to the accident was the pilot's lack of total experience in make and model.

Findings

Aircraft	Airspeed - Not attained/maintained
Aircraft	Descent/approach/glide path - Not attained/maintained
Personnel issues	Total experience w/ equipment - Pilot

Factual Information

History of Flight

Landing	Landing area overshoot
Landing-flare/touchdown	Hard landing (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private; Student	Age:	64
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 4, 2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	530 hours (Total, all aircraft), 1 hours (Total, this make and model), 397 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schweizer	Registration:	N2997H
Model/Series:	SGS 1 26E	Aircraft Category:	Glider
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	697
Landing Gear Type:	Ski/wheel	Seats:	1
Date/Type of Last Inspection:	April 16, 2013 Annual	Certified Max Gross Wt.:	700 lbs
Time Since Last Inspection:		Engines:	
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	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:	AFJ,1184 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	13:35 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	11°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Eighty Four, PA (22D)	Type of Flight Plan Filed:	None
Destination:	Eighty Four, PA (22D)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	BANDEL 22D	Runway Surface Type:	Grass/turf
Airport Elevation:	1210 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	2260 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	40.130554,-80.096107(est)

Administrative Information

Investigator In Charge (IIC): Schiada, Luke

Additional Participating Persons:

Original Publish Date: February 13, 2014

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=88362>

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