



# Aviation Investigation Final Report

<b>Location:</b>	Elmira, New York	<b>Accident Number:</b>	ERA24LA029
<b>Date &amp; Time:</b>	October 28, 2023, 16:00 Local	<b>Registration:</b>	N17903
<b>Aircraft:</b>	Schweizer SGS 2-33A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing area overshoot	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

At the conclusion of the glider flight, the pilot entered the left airport traffic pattern for landing, but the wind conditions had changed, so he maneuvered to the right traffic pattern. While on approach, the glider was too high, so he extended the dive brakes and attempted to slip the glider, but he was unable to lose enough altitude for a safe landing on the runway, and elected to land on an adjacent field. During touchdown, the nose of the glider dug into the soft terrain, resulting in substantial damage to the airframe. The pilot stated there were no preimpact mechanical issues that precluded normal operation or performance and that he was “just too high” and unable to safely land on the runway.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to attain a proper glidepath for a landing on the intended runway, which resulted in an off-airport landing and impact with soft terrain.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained

## Factual Information

### History of Flight

Landing	Landing area overshoot (Defining event)
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### Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer	Age:	67,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	Balloon; Glider	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	January 20, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 30000 hours (Total, all aircraft), 220 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Schweizer	Registration:	N17903
Model/Series:	SGS 2-33A	Aircraft Category:	Glider
Year of Manufacture:	1973	Amateur Built:	
Airworthiness Certificate:	None	Serial Number:	283
Landing Gear Type:	Tandem	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	0
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	HARRIS HILL SOARING CORP	Rated Power:	
Operator:	HARRIS HILL SOARING CORP	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BGM,1635 ft msl	Distance from Accident Site:	41 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Overcast / 5500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	13°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Elmira, NY	Type of Flight Plan Filed:	None
Destination:	Elmira, NY	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

## Airport Information

Airport:	HARRIS HILL 4NY8	Runway Surface Type:	Grass/turf
Airport Elevation:	1709 ft msl	Runway Surface Condition:	Rough;Soft;Vegetation
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	1115 ft / 150 ft	VFR Approach/Landing:	Straight-in

## 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:	42.120908,-76.901072

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mccarter, Lawrence
<b>Additional Participating Persons:</b>	Michael A. Mantione; FAA/FSDO; Rochester, NY
<b>Original Publish Date:</b>	January 4, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=193339">https://data.nts.gov/Docket?ProjectID=193339</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).