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Title: ASI

Division: AS -ERA

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Subject: ERA22FA227 - N17879, Schweizer SGS 2-33A glider, Blairstown, NJ,
05/15/22

Airframe Examination

Examination of the accident site revealed that the glider came to rest inverted in a grass field after it struck a tree located 390 feet short and 254 feet left of the runway 25 threshold with the fuselage oriented 224° True. The struck tree was in a tree line adjacent to a grass field. It was estimated to be 60-70 ft tall. Branches were broken about 10-15 ft below the top of the tree. The tree was about 20 ft taller than the adjacent trees in the tree line.

The glider was largely intact, and all major components were present at the accident site. The debris path was about 165 ft long, parallel to and about 15 feet to the right of a tree line, oriented on a heading of 234° True. There were no ground scars leading toward the impact site and no wreckage or fragments found along the debris path. The path consisted of broken tree branches.

Flight control continuity was established for all primary flight controls from the cockpit to the control surfaces. All cables and push pull tubes remained connected, and the elevator, aileron and rudder could all be moved from the cockpit controls, with some binding. The speed brake control lever was in the retracted position and the speed brakes were not extended.

Both wings had leading edge impact/crushing damage outboard of the wing struts. Tree bark fragments were present in the damaged area of the left wing. The fuselage was buckled and twisted toward the right, about 2 ft aft of the wing trailing edge. The upper 10 inches of the vertical stabilizer and rudder were impact damaged. The forward section of the cockpit and canopy was crushed and fragmented, forward of the

front seat. The front seat was relatively undamaged and the 4 point harness was intact and remained attached to each of its mounting points.

The glider did not have an electrical system. No ADSB, transponder and no hand held radio or portable glider-type computers/recorders were on board.