



National Transportation Safety Board Aviation Accident Final Report

Location:	CALIFORNIA CITY, CA	Accident Number:	LAX83FA208
Date & Time:	05/01/1983, 1127 PDT	Registration:	N21RB
Aircraft:	SCHEMPP-HIRTH NIMBUS II	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

WITNESSES REPORTED THAT DURING TAKEOFF, THE GLIDER WAS BEING TOWED WHEN IT RELEASED AT APRX 300 FT AGL & ENTERED A LEFT TURN. THE TURN CONTINUED, THE BANK ANGLE INCREASED & THE GLIDER SUBSEQUENTLY HIT THE GROUND APRX 1 MILE SOUTHWEST OF THE ARPT. IMPACT OCCURRED IN A STEEP NOSE DOWN, LEFT WING LOW ATTITUDE. WITNESSES REPORTED THAT A RIGHT TURN WAS THE STANDARD PROCEDURE AFTER A RELEASE FROM A TOW. NO EVIDENCE OF A PREIMPACT MALFUNCTION OF THE GLIDER WAS FOUND, BUT ITS TOW HOOK WAS NOT LOCATED. THE TOW ROPE & TOW HOOK ON THE TOW PLANE WERE EXAMINED & NO DISCREPANCIES WERE NOTED. RESULTS OF MEDICAL & TOXICOLOGICAL EXAMS WERE NEGATIVE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Factual Information

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	11/06/1979
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	555 hours (Total, all aircraft), 137 hours (Total, this make and model), 475 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHEMPP-HIRTH	Registration:	N21RB
Model/Series:	NIMBUS II NIMBUS II	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	14
Landing Gear Type:		Seats:	1
Date/Type of Last Inspection:	03/01/1983, Annual	Certified Max Gross Wt.:	1278 lbs
Time Since Last Inspection:		Engines:	Unknown
Airframe Total Time:	435 Hours	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	FRANK E SENTYRZ, JR	Rated Power:	
Operator:	FRANK E SENTYRZ, JR	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	EDW, 2302 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	1055 PDT	Direction from Accident Site:	135°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	/ 1 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	CALIFORNIA CITY (L71)	Runway Surface Type:	
Airport Elevation:	2437 ft	Runway Surface Condition:	
Runway Used:	24	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	AUDREY M SCHUTTE	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).