



National Transportation Safety Board Aviation Accident Final Report

Location:	ALAMOGORDO, NM	Accident Number:	DEN86LA059
Date & Time:	01/01/1986, 1623 MST	Registration:	N166JD
Aircraft:	SCHEMPP-HIRTH VENTUS-B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

UPON RETURNING TO THE ARPT, THE PLT DECIDED TO MAKE A FLY-BY. THE PLT REPORTED THAT WHILE ON A MODIFIED DOWNWIND AT AN ALT OF APRX 50 FT AGL, THE GLIDER WHICH HE WAS PILOTING ENCOUNTERED ADVERSE WINDS AND DOWNDRAFTS. CONTROL OF THE ACFT WAS LOST AND IT DESCENDED RAPIDLY TO GROUND CONTACT.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (C) WEATHER CONDITION - DOWNDRAFT
2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. (C) LOW PASS - PERFORMED - PILOT IN COMMAND

Occurrence #2: ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	37, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/14/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	774 hours (Total, all aircraft), 6 hours (Total, this make and model), 676 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHEMPP-HIRTH	Registration:	N166JD
Model/Series:	VENTUS-B VENTUS-B	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	209
Landing Gear Type:		Seats:	1
Date/Type of Last Inspection:	10/04/1985, Annual	Certified Max Gross Wt.:	700 lbs
Time Since Last Inspection:		Engines:	Unknown
Airframe Total Time:	186 Hours	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	JIM DAY	Rated Power:	
Operator:	JIM DAY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HMN, 4093 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1555 MST	Direction from Accident Site:	271°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	60 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	329°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15°C / -1°C
Precipitation and Obscuration:			
Departure Point:	ALAMOGORDO, NM	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1458 MST	Type of Airspace:	Class D

Airport Information

Airport:	ALAMAGORDO-WHITE SANDS RG	Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	7005 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	RONALD MICKLE	Report Date:	
Additional Participating Persons:	DUDLEY MASON; ALBUQUERQUE, NM		
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/ .		

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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](#).