



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | Stonewall, TX | Accident Number: | CEN11CA440 |
| Date & Time: | 07/01/2011, 1148 CDT | Registration: | N533BG |
| Aircraft: | SCHEMPP-HIRTH FLUGZEUGBAU DUO DISCUS | Aircraft Damage: | Substantial |
| Defining Event: | Windshear or thunderstorm | Injuries: | 1 Serious |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

According to a Federal Aviation Administration inspector, the pilot experienced a loss of lift while soaring and performed an

off-field landing to a pasture. During the landing, a gust of wind blew the glider down an embankment and into a barbed wire fence. During the impact with the fence, the left wing sustained leading edge damage, and the empennage separated partially from the fuselage. A postaccident examination of the glider and its systems revealed no preimpact malfunctions or failures.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of directional control during an off-field landing in gusting wind.

Findings

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| Personnel issues | Aircraft control - Pilot (Cause) |
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Factual Information

History of Flight

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| Landing-flare/touchdown | Windshear or thunderstorm (Defining event) Loss of control on ground Collision during takeoff/land |
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Pilot Information

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| Certificate: | Commercial; Private | Age: | 65, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | |
| 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 3 With Waivers/Limitations | Last Medical Exam: | 04/01/2010 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | (Estimated) 1013 hours (Total, all aircraft), 100 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------------|---|--------|
| Aircraft Manufacturer: | SCHEMPP-HIRTH FLUGZEUGBAU | Registration: | N533BG |
| Model/Series: | DUO DISCUS | Aircraft Category: | Glider |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 533 |
| Landing Gear Type: | Retractable - Tandem | Seats: | 1 |
| Date/Type of Last Inspection: | 01/25/2011, Annual | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 0 |
| Airframe Total Time: | 232.6 Hours | Engine Manufacturer: | |
| ELT: | Not installed | Engine Model/Series: | |
| Registered Owner: | On file | Rated Power: | |
| Operator: | On file | Air Carrier Operating Certificate: | None |

Meteorological Information and Flight Plan

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|----------------------------------|----------------------------------|------------------------------|-------------------|
| Observation Facility, Elevation: | KT82, 1695 ft msl | Observation Time: | 1135 CDT |
| Distance from Accident Site: | 16 Nautical Miles | Condition of Light: | Day |
| Direction from Accident Site: | 110° | Conditions at Accident Site: | Visual Conditions |
| Lowest Cloud Condition: | | Temperature/Dew Point: | 28° C / 17° C |
| Lowest Ceiling: | Broken / 38000 ft agl | Visibility | 7 Miles |
| Wind Speed/Gusts, Direction: | 9 knots/ 14 knots, 180° | Visibility (RVR): | |
| Altimeter Setting: | 30.07 inches Hg | Visibility (RVV): | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | San Antonio, TX (5C1) | Type of Flight Plan Filed: | None |
| Destination: | San Antonio, TX (5C1) | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | |

Wreckage and Impact Information

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| Crew Injuries: | 1 Serious | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Serious | | |

Administrative Information

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| Investigator In Charge (IIC): | Jennifer Rodi | Adopted Date: | 10/04/2011 |
| Additional Participating Persons: | Fred Raymond; FAA FSDO; San Antonio, TX | | |
| Publish Date: | 10/04/2011 | | |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. | | |
| Investigation Docket: | http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=80964 | | |

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.