



National Transportation Safety Board Aviation Accident Data Summary

Location:	Stonewall, TX	Accident Number:	CEN11CA440
Date & Time:	07/01/2011, 1148 CDT	Registration:	N533BG
Aircraft:	SCHEMPP-HIRTH FLUGZEUGBAU DUO DISCUS	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.

Flight Events

Landing-flare/touchdown - Windshear or thunderstorm
Landing-flare/touchdown - Loss of control on ground
Landing-flare/touchdown - Collision during takeoff/land

Probable Cause

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

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Pilot Information

Certificate:	Commercial; Private	Age:	65
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	Glider
Flight Time:	(Estimated) 1013 hours (Total, all aircraft), 100 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	SCHEMPP-HIRTH FLUGZEUGBAU	Registration:	N533BG
Model/Series:	DUO DISCUS	Engines:	0
Operator:	On file	Engine Manufacturer:	
Air Carrier Operating Certificate:	None	Engine Model/Series:	
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KT82, 1695 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Broken / 38000 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	9 knots/ 14 knots, 180°
Temperature:	28° C / 17° C	Visibility	7 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	San Antonio, TX (5C1)	Destination:	San Antonio, TX (5C1)

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Jennifer Rodi	Adopted Date:	10/04/2011
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.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.