



# Aviation Investigation Final Report

<b>Location:</b>	BUENA VISTA, Colorado	<b>Accident Number:</b>	DEN93LA064
<b>Date &amp; Time:</b>	May 30, 1993, 10:30 Local	<b>Registration:</b>	N173
<b>Aircraft:</b>	SCHEMPP-HIRTH NIMBUS II	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

DURING THE TAKEOFF ROLL THE PILOT WENT FROM NEGATIVE TO POSITIVE FLAPS AFTER THE CONTROLS BECAME EFFECTIVE. THE FLAP TRANSITION WAS RAPID AND THE GLIDER BEGAN TO OSCILLATE IN PITCH. THE OSCILLATIONS BECAME DIVERGENT AND THE GLIDER ROLLED OFF ON A WING AND COLLIDED WITH THE GROUND SHORTLY AFTER THE SAFETY ROPE PARTED. THE PILOT STATED THAT HE WENT FROM NEGATIVE TO POSITIVE FLAPS TOO QUICKLY RESULTING IN LOSS OF CONTROL.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE TO FOLLOW PROCEDURES AND DIRECTIVES WHEN OPERATING THE FLAPS.

## Findings

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

Findings  
1. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND  
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. TERRAIN CONDITION - RUNWAY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Glider; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 1, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1617 hours (Total, all aircraft), 20 hours (Total, this make and model), 1434 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	SCHEMPP-HIRTH	<b>Registration:</b>	N173
<b>Model/Series:</b>	NIMBUS II NIMBUS II	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	27
<b>Landing Gear Type:</b>		<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	January 12, 1993 Annual	<b>Certified Max Gross Wt.:</b>	1248 lbs
<b>Time Since Last Inspection:</b>	5 Hrs	<b>Engines:</b>	0 Unknown
<b>Airframe Total Time:</b>	2073 Hrs	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	KILE, R. L. AND CROWL, C.L.	<b>Rated Power:</b>	
<b>Operator:</b>	KILE, R. L.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LXV ,9927 ft msl	<b>Distance from Accident Site:</b>	30 Nautical Miles
<b>Observation Time:</b>	10:55 Local	<b>Direction from Accident Site:</b>	10°
<b>Lowest Cloud Condition:</b>	Scattered / 5000 ft AGL	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	11°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(7V1 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(7V1 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:30 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	BUENA VISTA MUNICIPAL 7V1	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	7980 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	15	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	9000 ft / 48 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	38.830924,-106.139938(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wiemeyer, Norman
<b>Additional Participating Persons:</b>	HAROLD CHURCHMAN; DENVER , CO
<b>Original Publish Date:</b>	November 3, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=18292">https://data.ntsb.gov/Docket?ProjectID=18292</a>

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