



Aviation Investigation Final Report

Location:	Minden, Nevada	Accident Number:	WPR24LA274
Date & Time:	August 9, 2024, 13:00 Local	Registration:	N125CC
Aircraft:	BURKHART GROB FLUGZEUGBAU G103 TWIN ASTIR	Aircraft Damage:	Substantial
Defining Event:	Loss of lift	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The glider was launched by aerotow and released about 5 miles from the departure airport. After climbing to about 10,400 ft msl, the pilot flew the glider towards an adjacent peak, however while enroute the glider encountered sink and descended. Rather than fly back towards the sinking air, the pilot began to track towards another peak in anticipation of finding lifting air, in an area where he had been successful in the past. However, the glider continued to descend so he turned back towards the departure airport. The headwinds were significant, and by the time the glider had sunk to 1,000 ft above ground level, the airport was no longer in site, so he elected to perform an off-field landing on a dirt road. During the landing roll the left wing struck a raised rock, which resulted in substantial damage to the left wing and fuselage.

The pilot reported no preimpact mechanical malfunctions or anomalies that would have precluded normal operation.

Probable Cause and Findings

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

The glider's encounter with atmospheric conditions where the lift was not sufficient to maintain flight and a subsequent collision with an obstacle during an off-field landing.

Findings

Environmental issues	Rough terrain - Effect on equipment
Environmental issues	Thermal lifting - Effect on operation
Aircraft	(general) - Attain/maintain not possible

Factual Information

History of Flight

Enroute	Loss of lift (Defining event)
Landing-landing roll	Collision during takeoff/land

Pilot Information

Certificate:	Private	Age:	33, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	February 28, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 2, 2024
Flight Time:	112 hours (Total, all aircraft), 30 hours (Total, this make and model), 51 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 44 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BURKHART GROB FLUGZEUGBAU	Registration:	N125CC
Model/Series:	G103 TWIN ASTIR	Aircraft Category:	Glider
Year of Manufacture:	1982	Amateur Built:	
Airworthiness Certificate:	Other	Serial Number:	3710
Landing Gear Type:	Tandem	Seats:	2
Date/Type of Last Inspection:	May 23, 2024 100 hour	Certified Max Gross Wt.:	1279 lbs
Time Since Last Inspection:	3 Hrs	Engines:	0
Airframe Total Time:	4216.3 Hrs as of last inspection	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	SILVERADO SOARING INC	Rated Power:	
Operator:	SILVERADO SOARING INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMEV,4726 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	12:55 Local	Direction from Accident Site:	275°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	33°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Minden, NV (MEV)	Type of Flight Plan Filed:	None
Destination:	Minden, NV	Type of Clearance:	None
Departure Time:	11:45 Local	Type of Airspace:	Class E

Airport Information

Airport:	MINDEN-TAHOE MEV	Runway Surface Type:	
Airport Elevation:	4723 ft msl	Runway Surface Condition:	Dry;Rough
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.991506,-119.62934(est)

Administrative Information

Investigator In Charge (IIC):	Simpson, Elliott
Additional Participating Persons:	Bill Mastley; FAA FSDO; Reno, NV
Original Publish Date:	February 27, 2025
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194914

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).