



Aviation Investigation Final Report

Location:	MINDEN, Nevada	Accident Number:	LAX97LA265
Date & Time:	July 23, 1997, 17:00 Local	Registration:	N125DD
Aircraft:	Schempp-Hirth DUO DISCUS	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that on rollout from the off-field landing the right wing tip contacted the ground, and the glider turned sideways before coming to a stop. A fracture was found on the aft part of the fuselage which went completely around the structure.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to ensure that the wings were maintained at a lateral level attitude during the initial landing rollout. A factor in the accident was the rough, uneven nature of the terrain chosen for the landing.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - ROUGH/UNEVEN
2. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Factual Information

On July 23, 1997, at 1700 hours Pacific daylight time, a Schempp-Hirth Flugzeugbaugh Duo Discus, N125DD, made an off field landing, contacted the ground with the right wing tip, and slid sideways before coming to a stop near Minden, Nevada. The glider, owned by DDG, INC., sustained substantial damage. The pilot and pilot rated passenger were not injured. Visual meteorological conditions existed for the local personal flight and no flight plan was filed. The flight originated from the Douglas County Airport, Minden, at 1300.

In a telephone interview conducted on July 29, 1997, the pilot stated that on rollout from the off field landing the right wing tip contacted the ground and the glider turned sideways before coming to a stop. A fracture was found on the aft fuselage which went completely around the structure.

In his written report dated August 4, 1997, the pilot said that the landing gear control handle came out of it's detent during the landing roll, causing the landing gear to retract.

Pilot Information

Certificate:	Commercial	Age:	47, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1653 hours (Total, all aircraft), 67 hours (Total, this make and model), 1406 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schempp-Hirth	Registration:	N125DD
Model/Series:	DUO DISCUS DUO DISCUS	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	103
Landing Gear Type:		Seats:	2
Date/Type of Last Inspection:	November 20, 1996 Annual	Certified Max Gross Wt.:	1543 lbs
Time Since Last Inspection:	170 Hrs	Engines:	Unknown
Airframe Total Time:	170 Hrs	Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	DDG, INC.	Rated Power:	
Operator:	DAVID C. CAMPBELL	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(MEV)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.009078,-119.750183(est)

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	GARY HAMLIN; RENO , NV
Original Publish Date:	November 10, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=29856

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