



# Aviation Investigation Final Report

<b>Location:</b>	Briggs, Texas	<b>Accident Number:</b>	FTW02LA219
<b>Date &amp; Time:</b>	July 21, 2002, 17:30 Local	<b>Registration:</b>	N141SF
<b>Aircraft:</b>	Schempp-Hirth K.G. Nimbus-2C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

During the landing roll, on 300-foot wide grass airstrip, the right wing of the glider dropped and struck the tall grass adjacent to the runway. Subsequently, the glider ground-looped and came to rest on a 340 degree magnetic heading. The tailboom was fractured at the leading edge of the stabilizer. The pilot stated the wind was approximately 3 to 5 knots from the south. The wing span of the glider was approximately 66 feet.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain clearance with the high grass during the landing roll, which resulted in a ground loop.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH VEGETATION
3. TERRAIN CONDITION - GRASS
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND



## Factual Information

On July 21, 2002, approximately 1730 central daylight time, a Schempp-Hirth K.G. Nimbus-2C glider, N141SF, sustained substantial damaged when it encountered high vegetation during the landing roll on a grass airstrip at the private FLF Gliderport, Briggs, Texas. The commercial pilot, sole occupant and registered owner of the glider, was not injured. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight departed the FLF Gliderport, approximately 1310.

According to the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), the pilot reported that he had completed a 4.3 hour flight. During the landing roll on runway 16 (4,500 feet in length and 300 feet in width), the right wing dropped and struck the tall grass adjacent to the runway. Subsequently, the glider ground-looped and came to rest on a 340 degree magnetic heading. The tailboom was fractured at the leading edge of the stabilizer. The pilot stated the wind was approximately 3 to 5 knots from the south.

In the NTSB Form 6120.1/2 "Recommendation (How Could This Have Been Prevented)" section, the pilot reported the following, "1. Avoid tall grass on landing, 2. Make wheel landing with sufficient airspeed margin to allow selection of negative flap position to retain aileron authority as long as possible on roll out."

The wing span of the glider was approximately 66 feet.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	Single-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 single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	December 20, 2001
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	January 21, 2002
<b>Flight Time:</b>	1366 hours (Total, all aircraft), 21 hours (Total, this make and model), 1334 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Schempp-Hirth K.G.	<b>Registration:</b>	N141SF
<b>Model/Series:</b>	Nimbus-2C	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	220
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	March 16, 2002 Condition	<b>Certified Max Gross Wt.:</b>	1433 lbs
<b>Time Since Last Inspection:</b>	21.4 Hrs	<b>Engines:</b>	0
<b>Airframe Total Time:</b>	1029.7 Hrs	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	George W. P. Reinhart	<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 4000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots / 0 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	35°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BRIGGS, TX (TX23)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Briggs, TX (TX23)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	FLF TX23	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	1180 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4500 ft / 300 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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 None	<b>Latitude, Longitude:</b>	30.856111,-97.945831

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sauer, Aaron
<b>Additional Participating Persons:</b>	Michael P Garvin; Federal Aviation Administration; San Antonio, TX
<b>Original Publish Date:</b>	April 1, 2003
<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=55328">https://data.ntsb.gov/Docket?ProjectID=55328</a>

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