



Aviation Investigation Final Report

Location:	Madisonville, Texas	Accident Number:	CEN10CA495
Date & Time:	August 20, 2010, 14:00 Local	Registration:	N710RJ
Aircraft:	SCHEMPP-HIRTH VENTUS-2B	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated he was unable to maintain enough lift in his glider to return back to the airport. He opted to perform an off-airport landing in a field about two miles short of the runway. During the landing, with a 90-degree crosswind that was approximately 15 to 18 knots, the glider ground-looped and collided with a tree. The pilot reported that there were no mechanical deficiencies with the glider.

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 control of the glider while landing in a crosswind.

Findings

Personnel issues	Incorrect action performance - Pilot
Environmental issues	Crosswind - Ability to respond/compensate
Aircraft	(general) - Not attained/maintained

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	79
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4730 hours (Total, all aircraft), 540 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHEMPP-HIRTH	Registration:	N710RJ
Model/Series:	VENTUS-2B	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	148
Landing Gear Type:		Seats:	1
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	0
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	HOLLENBERG RICHARD A	Rated Power:	
Operator:	HOLLENBERG RICHARD A	Operating Certificate(s) Held:	None

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:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Houston, TX (89TA)	Type of Flight Plan Filed:	None
Destination:	Madisonville, TX (None)	Type of Clearance:	VFR
Departure Time:	13:00 Local	Type of Airspace:	

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	30.907777,-95.95111

Administrative Information

Investigator In Charge (IIC):	Yeager, Leah
Additional Participating Persons:	Mike Smith; FAA/FSDO; Houston, TX
Original Publish Date:	March 16, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=77057

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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](#).