



Aviation Investigation Final Report

Location:	Corona, New Mexico	Accident Number:	CEN13CA336
Date & Time:	June 1, 2013, 18:00 Local	Registration:	N62TW
Aircraft:	SCHEMPP-HIRTH VENTUS-2B	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was ridge-soaring in his glider near a mountain peak in gusty wind conditions, when he was blown into trees. The glider sustained substantial damage to the airframe and wings. The pilot reported no mechanical problems with the glider. He said that he was unfamiliar with the terrain and the wind gusts and down-drafts were higher than he anticipated.

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 aircraft control while ridge-soaring in gusty wind conditions.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Response/compensation

Factual Information

History of Flight

Maneuvering	Loss of control in flight (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	63, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 30, 2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 30, 2012
Flight Time:	4800 hours (Total, all aircraft), 1652 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHEMPP-HIRTH	Registration:	N62TW
Model/Series:	VENTUS-2B	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	140
Landing Gear Type:	None	Seats:	1
Date/Type of Last Inspection:	December 2, 2012 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	0
Airframe Total Time:	2200 Hrs at time of accident	Engine Manufacturer:	
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	
Registered Owner:	PAYNTER G FRANK	Rated Power:	
Operator:	PAYNTER G FRANK	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:	Moriarty, NM (0E0)	Type of Flight Plan Filed:	None
Destination:	Moriarty, NM (0E0)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	34.973609,-105.993057(est)

Administrative Information

Investigator In Charge (IIC):	Yeager, Leah
Additional Participating Persons:	Robert O'Havre; FAA/FSDO; Albuquerque, NM
Original Publish Date:	August 13, 2013
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.ntsb.gov/Docket?ProjectID=87151

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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](#).