



Aviation Investigation Final Report

Location:	Hobbs, New Mexico	Accident Number:	GAA15CA133
Date & Time:	June 23, 2015, 17:30 Local	Registration:	N172VC
Aircraft:	SCHEMPP-HIRTH VENTUS 2C	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Air race/show		

Analysis

The pilot reported that he was landing on the runway 12 ramp area and entered the downwind leg of the airport traffic pattern at 1000 feet above the ground. The pilot reported that downdrafts caused the glider's rapid loss of altitude and was unable to reach the landing area. The pilot landed in a field northwest of the airport where the glider impacted a mesquite bush with the left wing and ground looped. The glider sustained substantial damage to the fuselage, canopy, and left wing.

Runway 12 is 8,810 feet long by 150 feet wide. The ramp area that parallels the runway to the north side is 7500 feet long by 350 feet wide.

A weather reporting station five miles south of the accident site reported wind from 140 degrees at 17 knots and gusting to 24 knots prior to the accident. A review of local weather data showed there were no strong lifting mechanisms for the formation of clouds or precipitation near the surface at the time of the accident and the pilot likely encountered gusty surface wind while descending to the airport.

The pilot reported no preimpact mechanical failures or malfunctions with the glider 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 pilot's improper compensation for gusty wind conditions which resulted in impact with terrain short of the runway.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Descent rate - Not attained/maintained
Environmental issues	Gusts - Contributed to outcome
Environmental issues	Rough terrain - Contributed to outcome

Factual Information

History of Flight

Landing	Other weather encounter
Approach-VFR pattern final	Loss of control in flight (Defining event)
Landing	Off-field or emergency landing
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	65
Airplane Rating(s):	None	Seat Occupied:	Single
Other Aircraft Rating(s):	Glider	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 17, 2014
Flight Time:	(Estimated) 960 hours (Total, all aircraft), 944 hours (Pilot In Command, all aircraft), 36 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

Aircraft Make:	SCHEMPP-HIRTH	Registration:	N172VC
Model/Series:	VENTUS 2C NO SERIES	Aircraft Category:	Glider
Year of Manufacture:	1996	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	17
Landing Gear Type:	Retractable - Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 25, 2015 Annual	Certified Max Gross Wt.:	1157 lbs
Time Since Last Inspection:		Engines:	0
Airframe Total Time:	1534 Hrs as of last inspection	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	KEITH MILLER and DAVID Van Der LINDEN	Rated Power:	
Operator:	KEITH MILLER and DAVID Van Der LINDEN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KHOB,3655 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	22:50 Local	Direction from Accident Site:	186°
Lowest Cloud Condition:	Scattered / 7000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	17 knots / 24 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	30°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hobbs, NM (NM83)	Type of Flight Plan Filed:	None
Destination:	Hobbs, NM (NM83)	Type of Clearance:	None
Departure Time:	13:01 Local	Type of Airspace:	Class G

Airport Information

Airport:	INDUSTRIAL AIRPARK NM83	Runway Surface Type:	Asphalt
Airport Elevation:	3707 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	8810 ft / 150 ft	VFR Approach/Landing:	Forced landing;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	32.779445,-103.222221(est)

Administrative Information

Investigator In Charge (IIC):	Bigelow, Bradley
Additional Participating Persons:	Aaron Robinson; Federal Aviation Administration; Lubbock, TX
Original Publish Date:	September 11, 2015
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=91428

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