



# Aviation Investigation Final Report

<b>Location:</b>	Elbert, Colorado	<b>Accident Number:</b>	CEN24LA224
<b>Date &amp; Time:</b>	June 16, 2024, 15:30 Local	<b>Registration:</b>	N37JG
<b>Aircraft:</b>	JONKER SAILPLANES (PTY) LTD JS3 RES	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The glider pilot reported that during the approach, the wind shifted 180°, and he amended his pattern to land on runway 17. During touchdown, a right crosswind gust lifted the glider, and the right wing contacted tall grass adjacent to the runway. The glider yawed to the right, and the pilot attempted to correct by applying left rudder and aileron. The glider then yawed to the left, and the left wing contacted the tall grass. The glider spun 180° and came to rest upright, which resulted in substantial damage to the fuselage and left aileron. The pilot reported that there were no preaccident mechanical failures or malfunctions with the glider that would have precluded normal operation.

The pilot reported that at the time of the accident, he was landing the glider on runway 17 with a 12-knot right crosswind and wind gusts of 23 knots.

## 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 directional control during the landing with a right crosswind.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	Crosswind - Effect on operation
<b>Environmental issues</b>	Gusts - Effect on operation

## Factual Information

### History of Flight

Landing-flare/touchdown	Other weather encounter
Landing-flare/touchdown	Loss of control on ground (Defining event)
Landing-flare/touchdown	Attempted remediation/recovery
Landing-flare/touchdown	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Commercial; Private	Age:	61, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Glider	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	September 1, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 24, 2024
Flight Time:	1206 hours (Total, all aircraft), 31 hours (Total, this make and model), 1140 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	JONKER SAILPLANES (PTY) LTD	<b>Registration:</b>	N37JG
<b>Model/Series:</b>	JS3 RES	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>	2023	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	03-179
<b>Landing Gear Type:</b>	Retractable - None; Ski/wheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	November 3, 2024 Condition	<b>Certified Max Gross Wt.:</b>	1323 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Electric
<b>Airframe Total Time:</b>	32.5 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Solo
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	RES
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	
<b>Operator:</b>	On file	<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>	KMNH,7060 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	15:35 Local	<b>Direction from Accident Site:</b>	142°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	16 knots / 20 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.93 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 0°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Elbert, CO	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Elbert, CO	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	KELLY AIR PARK C015	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	7040 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17/35	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3800 ft / 36 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>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	39.223726,-104.63974(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sauer, Aaron
<b>Additional Participating Persons:</b>	Travis Novak; FAA; Denver, CO
<b>Original Publish Date:</b>	July 25, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=194481">https://data.nts.gov/Docket?ProjectID=194481</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).