



Aviation Investigation Final Report

Location:	Marana, Arizona	Accident Number:	WPR23LA182
Date & Time:	April 2, 2023, 16:30 Local	Registration:	N774JP
Aircraft:	SCHEMPP-HIRTH DISCUS-2B	Aircraft Damage:	Unknown
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

This report was modified on November 15, 2023. Please see the docket for this accident to view the original report.

The pilot of the glider reported that, during the landing flare, a dust devil pushed the glider to the ground, causing a hard landing. The glider bounced and then stalled, making another hard impact on the runway, which resulted in substantial damage to the fuselage cage. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 landing flare, which resulted in a hard bounced landing in a dust devil.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Landing flare - Not attained/maintained
Environmental issues	Dust devil/whirlwind - Response/compensation

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
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Pilot Information

Certificate:	Airline transport; Commercial	Age:	81,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	Glider	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	17000 hours (Total, all aircraft), 0 hours (Total, this make and model), 15000 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHEMPP-HIRTH	Registration:	N774JP
Model/Series:	DISCUS-2B	Aircraft Category:	Glider
Year of Manufacture:	2001	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	97
Landing Gear Type:	Retractable - Tailwheel	Seats:	1
Date/Type of Last Inspection:	December 16, 2022 Condition	Certified Max Gross Wt.:	1157 lbs
Time Since Last Inspection:		Engines:	0
Airframe Total Time:	2021 Hrs	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KTUS,2551 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	129°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	27°C / -11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Marana, AZ	Type of Flight Plan Filed:	None
Destination:	Marana, AZ	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Unknown

Airport Information

Airport:	EL TIRO AZ67	Runway Surface Type:	Dirt
Airport Elevation:	2100 ft msl	Runway Surface Condition:	Dry
Runway Used:	26R	IFR Approach:	None
Runway Length/Width:	2000 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Unknown
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	32.427015,-111.38955

Administrative Information

Investigator In Charge (IIC):	Rho, Paul
Additional Participating Persons:	Scottsdale FSDO; FAA; Scottsdale, AZ
Original Publish Date:	August 17, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=122570

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](#).