



MEMORANDUM for RECORD

Ralph E. Hicks
Senior Air Safety Investigator
Eastern Region Aviation

Date: September 16, 2019
Wreckage Examination
Investigation Team: R. Hicks (NTSB)
NTSB Accident Number: ERA19LA260 – Robertsdale, Alabama

HISTORY OF FLIGHT

On August 24, 2019, about 1540 central daylight time, a DG-Flugzeugbau DG-500MB glider, N165MB, was substantially damaged during landing at Elsanore Airport (1AL4), Robertsdale, Alabama. The private pilot and one passenger sustained serious injuries. The glider was substantially damaged. The flight was operated by the pilot as a Title 14 *Code of Federal Regulations* Part 91 personal flight. Day, visual meteorological conditions prevailed near the accident site, and no flight plan was filed. The local flight originated at an undetermined time.

AIRCRAFT INFORMATION

The composite construction, two place, self-launching, motorized glider incorporated a retractable landing gear. The glider was equipped with a SOLO 262502 two-stroke, 64-horsepower reciprocating engine, and a fixed-pitch propeller. The glider was manufactured in 2005 and had accrued about 10 hours since new.

WRECKAGE EXAMINATION

General:

Note: The wreckage was examined at the facilities of Atlanta Air Recovery, Griffin, Georgia. The NTSB IIC performed the examination.

The cockpit was intact. The landing gear handle was in the extended position. Two LXNAV, LX7000 Pro IGC devices were removed by the NTSB IIC and forwarded to the NTSB Vehicle Recorders Laboratory for possible data recovery.

The flight control stick and rudder pedals remained attached to their respective control rods. Flight control continuity was established from the cockpit controls to the flight control surfaces. All fractures exhibited overstress signatures.

The right wing was fractured at the wing root. The left wing was removed by recovery personnel.

The horizontal stabilizer/rudder (T-Tail configuration) was separated from the vertical stabilizer.

The engine and propeller assemblies were undamaged and were found stowed in the fuselage.

The landing gear were observed in the extended positions.

The airbrakes were in the extended positions.