

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 2:40 PM	DATE 06/15/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Theodor M Hauri - pilot of N783TH		ROUTING	
		SYMBOL	INITIALS
Will Stamfield - NH DOT			
SUBJECT Investigation of occurrence at Brookline, NH airport (NH16) on 06/13/2020			
DIGEST Mr. Theodor M. Hauri, Private Pilot, Cert # [REDACTED], was acting as pilot-in-command of N783TH, a Pipistrel Sinus 912 experimental motorglider that he himself built in 2019 on 6/3/20 at approx 1630 local time when he lost control of the aircraft during a landing attempt to Runway 19 (paved - 1930'). Mr. Hauri stated that he received local weather information from the FIT and ASH AWOS as well as an amateur weather machine atop a tower adjacent to his property (located at the field with a private taxiway). Mr. Hauri estimated winds at the time to be 5-8 kts from the NW at the time of the event but had been calm upon takeoff 30-45 min prior. He stated that the pilots using this field are used to landing with a quartering tailwind as there are high trees on the south end of the runway (approach for Rwy 1). This was a local flight operation to execute the provisions of flight testing under Phase 1 of the experimental aircraft, gain proficiency, and practice landings. No flight plan was filed. Mr. Hauri stated that he has 20-22 hours in this make/model, 10 of which are in this particular aircraft. The Phase 1 allotment for this aircraft is 40 hours and 10 landing, per the operating certificate information. Mr. Hauri stated that he had been high and fast on the previous approach and elected to go-around for another attempt. (over)			
CONCLUSION, ACTION TAKEN, OR REQUIRED Information relayed to NTSB Investigator Todd Gunther by telephone on 6/14/2020. Forwarded photographs of aircraft/site as well as pilot certificate information from SPAS database as requested. This record of conversation is also being provided to the NTSB Investigator. Formal conclusion of investigation will be completed on FAA Form 8020-23.			
DATE 06/17/2020	TITLE Aviation Safety Inspector	SIGNATURE Christopher Michael Yanni <small>Digitally signed by Christopher Michael Yanni Date: 2020.06.17 10:17:42 -04'00'</small>	

DIGEST (CONT)

He stated that he ended up being high and fast on the subsequent approach but elected to continue the approach to landing, using full airbrakes and flaps. Mr. Hauri stated that his approach speed was approx 42 kts and that the stall speed in that configuration is 34 kts. He stated that perhaps he caught a gusty tailwind, putting the aircraft closer to the effective stall speed, and that the aircraft seemed to have fallen the last 10-15' onto the surface. He was not sure if this first impact was on the runway surface. Mr. Hauri stated that this initial drop seemed to have broken the right gear leg and that he subsequently recalled hitting the VASI lights with the right wing. Mr. Hauri stated that he should have gone around on this second landing attempt as well and that he was out of control of the aircraft upon initial impact.

Mr. Hauri then took us out to the location on the airfield where the event occurred. During this surface examination, Mr. Hauri was unable to recall the sequence of events after the initial impact nor was he able to recall the final resting position/angle of the aircraft. He stated that the aircraft was pushed back a bit from the runway prior to arrival of the Brookline Fire Department which likely changed its angle to the runway. Paint markings on the runway, surface marks in the grass off the runway, and the obvious damage to the airport lighting system were observed that corroborate the information provided by Mr. Hauri.

During the closing conversation with Mr. Hauri, he stated that he had originally obtained 6 hours of training in this make/model in Switzerland in 2018, 3 hours in Florida in 2018, and 3 more hours in Florida in 2020. He stated that he wished that more of this training time had been more recent and that his lack of familiarity with the aircraft was what caused the occurrence, although he had completed 10 hours of solo flight and 55 landings in May 2020. He had flown a couple of flights the previous week and this flight was the third. Mr. Hauri commented that he didn't like the rules which prevent his carrying a second occupant in the aircraft during the Experimental Phase 1 as this prevented him from being able to receive additional training. He also stated that his loss of control was due to the fact that there is a typical area of "sink" that the pilots know to expect during final approach to Rwy 19 but that this aircraft, likely due to its larger wingspan and glide ratio, did not experience a similar sink rate on final. Mr. Hauri believed that a minimal amount of training in the make/model combined with the inability to receive local training in this particular aircraft was the primary causal factor in the occurrence.

NOTE: Physical examination of the aircraft during the site visit showed substantial damage to the propeller, landing gear, tailwheel linkage system, and the right wing. Internal examination of the right wing revealed what appears to be a foot-long, 2-3mm wide crack in the right wing spar. This damage results in a likely classification of the event as an aircraft accident.