



Aviation Investigation Final Report

Location:	Brookline, New Hampshire	Accident Number:	ERA20CA215
Date & Time:	June 13, 2020, 16:30 Local	Registration:	N783TH
Aircraft:	Pipistrel PIPISTREL SINUS 912	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the experimental, amateur-built motor glider was landing on a 1,926-ft-long, 24-ft-wide runway with about a 6 knot quartering tailwind. During his first attempted landing the motor glider was high and fast on approach and the pilot elected to go-around. During his second attempt, the motor glider was also high and fast but the pilot elected to continue the approach to landing, using full air brakes and wing flaps. During the approach, he slowed the motor glider to 40 knots (6 knots above stall speed), and the motor glider then seemed to drop from about 10 ft above the runway and land hard. The right landing gear leg collapsed, and the motor glider veered off the right side of the runway, struck a vertical approach slope indicator, and was substantially damaged. Review of the Pilot's Operating Handbook revealed that the final approach speed should always be 55 knots with full flaps regardless of approaching with zero or full airbrakes. The pilot reported that there were no preimpact mechanical malfunctions or failures with the motor 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 failure to maintain airspeed while landing with a quartering tailwind, which resulted in a loss of control and a hard landing.

Findings

Aircraft	Landing flare - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Tailwind - Effect on operation

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	79, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 7, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 20, 2018
Flight Time:	770 hours (Total, all aircraft), 10 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Pipistrel	Registration:	N783TH
Model/Series:	PIPISTREL SINUS 912 No Series	Aircraft Category:	Glider
Year of Manufacture:	2019	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	467 S 912 KIT
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 12, 2019 Condition	Certified Max Gross Wt.:	1210 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	10 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	912 UL2
Registered Owner:	On file	Rated Power:	80 Horsepower
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:	KASH,200 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	15:56 Local	Direction from Accident Site:	73°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 7500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	22°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brookline, NH (NH16)	Type of Flight Plan Filed:	None
Destination:	Brookline, NH (NH16)	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Brookline NH16	Runway Surface Type:	Asphalt
Airport Elevation:	415 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	1926 ft / 24 ft	VFR Approach/Landing:	Full stop;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:	42.741664,-71.707496(est)

Administrative Information

Investigator In Charge (IIC):	Gunther, Todd
Additional Participating Persons:	Christopher Yanni; FAA / FSDO; Portland, ME
Original Publish Date:	January 29, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=101436

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