



Aviation Investigation Final Report

Location:	Hood River, Oregon	Accident Number:	WPR22LA370
Date & Time:	September 3, 2022, 15:00 Local	Registration:	N278SE
Aircraft:	ALISPORT SRL SILENT 2 ELECTRO	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the powered glider reported that, after takeoff he realized that both the left wing and tail dolly were still attached. The pilot returned to the airport and prepared for a straight in landing to the grass runway with the electric propellor off and the main wheel retracted. The fuselage was substantially damaged when the glider landed hard. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 landing. Contributing to the accident was the pilot’s failure to follow the checklist to remove the wing wheel and tail dolly before takeoff.

Findings

Aircraft	Landing flare - Not attained/maintained
Personnel issues	Use of checklist - Pilot

Factual Information

History of Flight

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

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Single
Other Aircraft Rating(s):	Glider	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	September 29, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 15, 2021
Flight Time:	2199 hours (Total, all aircraft), 116 hours (Total, this make and model), 2075 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ALISPORT SRL	Registration:	N278SE
Model/Series:	SILENT 2 ELECTRO	Aircraft Category:	Glider
Year of Manufacture:	2016	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	2078
Landing Gear Type:	Retractable - Tailwheel	Seats:	1
Date/Type of Last Inspection:	Condition	Certified Max Gross Wt.:	694 lbs
Time Since Last Inspection:		Engines:	1 Electric
Airframe Total Time:	16 Hrs at time of accident	Engine Manufacturer:	AMA/EXPRL7
ELT:		Engine Model/Series:	LZ Designs
Registered Owner:	On file	Rated Power:	35 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:	K42S,630 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	102°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None /
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	23°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hood River, OR	Type of Flight Plan Filed:	None
Destination:	Hood River, OR	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	KEN JERNSTEDT AIRFIELD 4S2	Runway Surface Type:	Grass/turf
Airport Elevation:	638 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	2000 ft / 100 ft	VFR Approach/Landing:	Precautionary landing;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.672777,-121.53386(est)

Administrative Information

Investigator In Charge (IIC):	Nixon, Albert
Additional Participating Persons:	Larry Edeal; FAA; Portland, OR
Original Publish Date:	January 9, 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=106143

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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](#).