



# Aviation Investigation Final Report

<b>Location:</b>	FLORENCE, Oregon	<b>Incident Number:</b>	SEA99IA106
<b>Date &amp; Time:</b>	July 5, 1999, 14:40 Local	<b>Registration:</b>	N322S
<b>Aircraft:</b>	JOHN HUBBARD GLASAIR II S	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that just after the aircraft passed over the threshold and with the aircraft at about 50 feet AGL, it suddenly drifted to the left and the wing dropped about 20 degrees. The pilot tried to compensate back to the right, however, the aircraft descended rapidly and the right main landing gear touched down hard in the soft soil about ten feet from the runway edge. The aircraft bounced and became airborne to about six feet when the left wing struck and severed a small tree. The airplane spun around about 90 degrees and collided with additional trees and brush before coming to rest. The pilot reported that the winds were from a quartering right headwind to crosswind with peak gusts to about 23 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: Aircraft control was not maintained. Inadequate compensation for wind conditions and gusts were factors.

### Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH

#### Findings

1. (F) WEATHER CONDITION - GUSTS

2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - TREE(S)

## Factual Information

On July 5, 1999, at 1440 Pacific daylight time, a Glasair II S, N322S, registered to and operated by the pilot as a 14 CFR Part 91 personal flight, collided with trees while landing at the Florence Airport, Florence, Oregon. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane received minor damage and the private pilot, the sole occupant was not injured. The flight had departed from Newport, Oregon, about 28 minutes prior to the accident.

In a written statement, the pilot reported that he had set up for a landing on runway 33. While on the downwind leg, the pilot noted that the wind sock indicated that the wind was from 340 degrees to 350 degrees at ten to 14 knots, with gusts from 18 knots to 23 knots. The pilot reported that after passing over the threshold with the airplane at about 50 feet above ground level, the airplane drifted to the left and the wing dropped about 20 degrees. The pilot reported that he tried to correct to the right, however, the aircraft descended rapidly. The right main landing gear touched down hard about ten feet off the side of the runway on the soft soil. The aircraft bounced and became airborne to about four to six feet when the left wing collided with an approximate four inch diameter tree. The tree was severed and the aircraft spun to the left about 90 degrees. The aircraft struck additional small trees and brush before coming to rest.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	68, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 6, 1998
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	263 hours (Total, all aircraft), 47 hours (Total, this make and model), 99 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	JOHN HUBBARD	<b>Registration:</b>	N322S
<b>Model/Series:</b>	GLASAIR II S GLASAIR II	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	2005
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	December 28, 1998 Annual	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	122 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A4J
<b>Registered Owner:</b>	GENE P. MONDEN	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	OTH ,17 ft msl	<b>Distance from Accident Site:</b>	39 Nautical Miles
<b>Observation Time:</b>	14:50 Local	<b>Direction from Accident Site:</b>	172°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	20 knots / 23 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	NEWPORT , OR (ONP )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(6S2 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:28 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	FLORENCE MUNI 6S2	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	46 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	33	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 60 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	44.119941,-123.999061(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eckrote, Debra
<b>Additional Participating Persons:</b>	ALLEN SHELBY; HILLSBORO , OR
<b>Original Publish Date:</b>	November 30, 2000
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=47410">https://data.ntsb.gov/Docket?ProjectID=47410</a>

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