



Aviation Investigation Final Report

Location:	Laconia, New Hampshire	Accident Number:	IAD02LA083
Date & Time:	August 11, 2002, 12:55 Local	Registration:	N55RK
Aircraft:	Menzies Glassair II	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the landing, the airplane bounced, then settled onto the runway with the tailwheel "off center." As it touched down, the airplane began to veer to the right, and the pilot added left rudder. The airplane continued off the right side of the runway and came to rest about 200 yards away. There were no mechanical anomalies with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper recovery from a bounced landing and his failure to maintain directional control.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On August 11, 2002, at 1255 eastern daylight time, a homebuilt Glassair II, N55RK, was substantially damaged during a landing at Laconia Municipal Airport (LCI), Laconia, New Hampshire. The certificated private pilot and the passenger were not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight conducted under 14 CFR Part 91.

The pilot stated that he performed a "normal" approach to runway 26. During the landing, the airplane bounced, then settled onto the runway with the tailwheel "off center." As it touched down, the airplane began to veer to the right, and the pilot added left rudder. The airplane continued off the right side of the runway and came to rest about 200 yards away.

The pilot reported that he did not apply any right rudder prior to the landing, and may have landed in a "3-point attitude." He also reported no mechanical anomalies with the airplane.

Examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed that the fuselage was twisted, and damage was noted to the landing gear and propeller.

Weather reported at Laconia, at 1255, included winds from 220 degrees at 6 knots, sky clear, temperature 87 degrees Fahrenheit, dew point 54 degrees Fahrenheit, and barometric pressure 30.05 inches Hg.

The pilot reported 1,000 hours of total flight experience on his most recent FAA third class medical, issued on July 7, 2001.

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 9, 2001
Occupational Pilot:		Last Flight Review or Equivalent:	January 29, 2001
Flight Time:	1000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Menzies	Registration:	N55RK
Model/Series:	Glassair II	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	TD2020
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	I0360
Registered Owner:	David Menzies	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LCI, 545 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:55 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	31°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Laconia, NH (LCI)	Type of Flight Plan Filed:	None
Destination:	(LCI)	Type of Clearance:	Unknown
Departure Time:	12:20 Local	Type of Airspace:	Unknown

Airport Information

Airport:	Laconia Municipal LCI	Runway Surface Type:	Asphalt
Airport Elevation:	545 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	5286 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.572498,-71.418891

Administrative Information

Investigator In Charge (IIC):	Andrews, Jill
Additional Participating Persons:	John Keefe; FAA/FSDO; Portland, ME
Original Publish Date:	August 26, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=55438

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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](#).