



Aviation Investigation Final Report

Location:	Brownsboro, Alabama	Accident Number:	ATL06LA008
Date & Time:	October 16, 2005, 15:30 Local	Registration:	N300HX
Aircraft:	Elan/Glaser Dirks DG-300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the glider was making an approach to runway 27 when he misjudged the distance and collided with an road embankment 300-feet short of the runway threshold. Post-accident examination of the accident site revealed the glider slid over a road embankment perpendicular to the runway approach threshold and came to rest on the other side of the road. The fuselage of the glider was buckled.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudgment of distance/altitude on final approach which resulted in an undershoot of the runway, and an in-flight collision with a embankment. A factor was the dirt bank/rising terrain.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
1. (C) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

2. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

HISTORY OF FLIGHT

On October 16, 2005, at 1530 central daylight time, a Élan/Glaser Dirks, DG-300 experimental racing glider, N300HX, registered and operated by an private pilot, collided with an embankment during an approach at Moon Town Airport, Brownsboro, Alabama. The personal flight was conducted under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual meteorological conditions prevailed at the time of the accident. The glider sustained substantial damage and the pilot was fatally injured. The flight departed Moon town Airport, Brownsboro, Alabama on October 16, 2005 at 1500.

According to a witness, the pilot of the glider was making an approach to runway 27 when he appeared to misjudge the distance and collided with an embankment 300-feet short of the runway. Post accident examination of the accident site revealed the glider slid over a road and came to rest on the other side of the road. The fuselage of the glider buckled. The pilot of the glider did not report any mechanical problems prior to the accident.

PERSONNEL INFORMATION

Review of pilot records reveal the pilot was issued a private pilot certificate on June 15, 2000, with ratings for glider-private pilot. Review of records revealed that the pilot did not have a medical certificate.

WRECKAGE AND IMPACT INFORMATION

Post accident examination of the accident site revealed the glider was located 300-feet from the approach end of the landing strip. The landing gear assembly, flight control rod structure, and bell crank assemblies were damaged. Control rod continuity was established to the ailerons, elevators, elevator trim, rudder, and spoilers. The post-accident examination of the wreckage failed to disclose a mechanical malfunction of component failure.

PATHOLOGICAL INFORMATION

The postmortem examination of the pilot was conducted on October 24, 2005. The reported cause of death was blunt force trauma. The toxicology specimens from the pilot were negative for carbon monoxide, cyanide, and ethanol.

Pilot Information

Certificate:	Private	Age:	67, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Elan/Glaser Dirks	Registration:	N300HX
Model/Series:	DG-300	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	DG-300
Landing Gear Type:	Tandem	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	0
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	Robert Thibodeau	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	HSV,629 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	24°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brownsboro, AL (3M5)	Type of Flight Plan Filed:	None
Destination:	Brownsboro, AL (3M5)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	

Airport Information

Airport:	Brownsboro 3M5	Runway Surface Type:	Grass/turf
Airport Elevation:	650 ft msl	Runway Surface Condition:	Dry;Soft;Vegetation
Runway Used:	27	IFR Approach:	Visual
Runway Length/Width:	2180 ft / 160 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	34.741664,-86.456665

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	James Fox; Birmingham FSDO; Birmingham, AL
Original Publish Date:	February 28, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=62720

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