



# Aviation Investigation Final Report

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<b>Location:</b>	Sandpoint, Idaho	<b>Accident Number:</b>	SEA06CA023
<b>Date &amp; Time:</b>	December 3, 2005, 16:00 Local	<b>Registration:</b>	N543MD
<b>Aircraft:</b>	Diamond Aircraft Industries HK 36 TTC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

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## Analysis

The pilot stated that he had been practicing short field approaches at the Sandpoint Airport with a flight instructor and then decided to go to his property where he had a private airstrip. The pilot stated that the flight instructor was flying the glider, making a low approach over the airstrip when he unexpectedly decided to land. The airspeed was too high to stop on the remaining runway which was covered with compacted snow. After rolling about 300 feet, the flight instructor applied full throttle for the takeoff. The pilot pointed out the power lines beyond the end of the runway, and the flight instructor stated that they would fly under them. At this time the left wing struck a tractor that was positioned at the end of the airstrip. The wing separated from the airframe and the glider spun around, coming to rest. The pilot stated that there was no mechanical failure or malfunction with the glider at the time of the accident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Excessive speed for the landing roll and inadequate remedial action for the initial takeoff. An object near the end of the runway and snow covered surface were factors.

## Findings

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Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) OBJECT - VEHICLE
2. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND(CFI)
3. (F) TERRAIN CONDITION - SNOW COVERED
4. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)

## Factual Information

On December 3, 2005, about 1600 Pacific standard time, a Diamond Aircraft Industries HK 36 TTC, N543MD powered glider, registered to and operated by the pilot as a 14 CFR Part 91 instructional flight, collided with a tractor during takeoff from a private airstrip near Sandpoint, Idaho. Visual meteorological conditions prevailed at the time and no flight plan was filed. The glider was substantially damaged and the private pilot owner and flight instructor were not injured. The flight departed from Sandpoint Airport about 30 minutes prior to the accident.

During a telephone interview and subsequent written statement, the pilot stated that they had been practicing short field approaches at the Sandpoint Airport, then decided to go to the owner's property where he had a private airstrip. The pilot stated that the flight instructor was flying the glider, making a low approach over the airstrip when he unexpectedly decided to land. The airspeed was too high to stop on the remaining runway which was covered with compacted snow. After rolling about 300 feet, the flight instructor applied full throttle for the takeoff. The pilot pointed out the power lines beyond the end of the runway, and the flight instructor stated that they would fly under them. At this time the left wing struck a tractor that was positioned at the end of the airstrip. The wing separated from the airframe and the glider spun around, coming to rest.

The pilot stated that there was no mechanical failure or malfunction with the glider at the time of the accident.

### Flight instructor Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1	<b>Last FAA Medical Exam:</b>	June 1, 2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	11040 hours (Total, all aircraft), 8 hours (Total, this make and model), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft)		

## Pilot Information

<b>Certificate:</b>	<b>Age:</b>
<b>Airplane Rating(s):</b>	<b>Seat Occupied:</b>
<b>Other Aircraft Rating(s):</b>	<b>Restraint Used:</b>
<b>Instrument Rating(s):</b>	<b>Second Pilot Present:</b>
<b>Instructor Rating(s):</b>	<b>Toxicology Performed:</b> No
<b>Medical Certification:</b>	<b>Last FAA Medical Exam:</b>
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>
<b>Flight Time:</b>	

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Diamond Aircraft Industries	<b>Registration:</b>	N543MD
<b>Model/Series:</b>	HK 36 TTC	<b>Aircraft Category:</b>	Powered-lift
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	36.721
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>		<b>Engine Model/Series:</b>	914 F3
<b>Registered Owner:</b>	Michael G. Durnin	<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Sandpoint, ID (SZT)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	48.371387,-116.383331

## Administrative Information

**Investigator In Charge (IIC):** Eckrote, Debra

**Additional Participating Persons:**

**Original Publish Date:** March 28, 2006

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=62913>

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