



# Aviation Investigation Final Report

<b>Location:</b>	Enumclaw, Washington	<b>Accident Number:</b>	SEA06CA143
<b>Date &amp; Time:</b>	July 9, 2006, 16:15 Local	<b>Registration:</b>	N43MM
<b>Aircraft:</b>	Rolladen-Schneider LS3A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

As the glider pilot crossed the runway threshold for landing, he realized that he was too high, and instead of further extending the airbrakes, which at the time were between one-third and one-half deployed, he lowered the nose of the aircraft in order to descend. This action increased the airspeed by about seven knots, and resulted in the aircraft landing about half way down the 2,100 foot runway. During his attempt to stop the aircraft on the remaining runway, the pilot inadvertently let the aircraft depart the left side of the runway, and as he attempted to get the aircraft back onto the runway surface prior to reaching the emergency run-out area, the aircraft came in contact with the side-slope of the built-up run-out area terrain.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The glider pilot's failure to maintain directional control during the landing roll, resulting in the aircraft impacting the dirt embankment on the side of the emergency run-out area. Factors include the pilot's improper decision not to deploy more airbrakes when he realized that he was crossing the threshold at too high of an altitude, and his failure to attain the proper touchdown point during the landing flare.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

#### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

## Factual Information

As the glider pilot crossed the runway threshold for landing, he realized that he was too high, and instead of further extending the airbrakes, which at the time were between one-third and one-half deployed, he lowered the nose of the aircraft in order to descend. This action increased the airspeed by about seven knots, and resulted in the aircraft landing about half way down the 2,100 foot runway. During his attempt to stop the aircraft on the remaining runway, the pilot inadvertently let the aircraft depart the left side of the runway, and as he attempted to get the aircraft back onto the runway surface prior to reaching the emergency run-out area, the aircraft came in contact with the side-slope of the built-up run-out area terrain.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	68 hours (Total, all aircraft), 16 hours (Total, this make and model), 21 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Rolladen-Schneider	<b>Registration:</b>	N43MM
<b>Model/Series:</b>	LS3A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	3378
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<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>	0
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>		<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	Soaring Dogs LLC	<b>Rated Power:</b>	
<b>Operator:</b>	Glenn Chouinard	<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>	None	<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>	Enumclaw, WA (WN76)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Enumclaw, WA (WN76)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Bergseth Field WN76	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	10	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 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>	1 None	<b>Latitude, Longitude:</b>	47.243331,-121.92472

## Administrative Information

**Investigator In Charge (IIC):** Anderson, Orrin

**Additional Participating Persons:**

**Original Publish Date:** October 31, 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=64189>

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