



National Transportation Safety Board Aviation Accident Final Report

Location:	Sandpoint, ID	Accident Number:	SEA06CA023
Date & Time:	12/03/2005, 1600 PST	Registration:	N543MD
Aircraft:	Diamond Aircraft Industries HK 36 TTC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

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

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

Flight Instructor Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	63, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 1	Last FAA Medical Exam:	06/01/2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	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

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Diamond Aircraft Industries	Registration:	N543MD
Model/Series:	HK 36 TTC	Aircraft Category:	Powered-Lift
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	36.721
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:		Engine Model/Series:	914 F3
Registered Owner:	Michael G. Durnin	Rated Power:	
Operator:	Michael G. Durnin	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

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

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	48.371389, -116.383333

Administrative Information

Investigator In Charge (IIC):	Debra J Eckrote	Report Date:	03/28/2006
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).