



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Bend, OR	<b>Accident Number:</b>	LAX08CA208
<b>Date &amp; Time:</b>	07/01/2008, 1223 PDT	<b>Registration:</b>	N126BF
<b>Aircraft:</b>	Pipistrel Virus 912	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot was performing an approach to the destination airport in his powered glider. The aircraft touched down and bounced. It then began to veer to the right of the runway centerline. The aircraft then swerved to the left and the pilot could not regain control. The aircraft continued off the runway surface and down an embankment. The main landing gear encountered soft terrain and the aircraft nosed over. The pilot stated that there were no preimpact mechanical failures or malfunctions with the airframe or engine. He noted that winds were calm. When queried as to the cause of the accident, the pilot opined that the aircraft had "too much energy" during the landing sequence.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper flare, inadequate bounced landing recovery, 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) FLARE - IMPROPER - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

5. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT
6. TERRAIN CONDITION - SOFT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	68, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	Glider	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2	<b>Last Medical Exam:</b>	08/01/2007
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	05/01/2008
<b>Flight Time:</b>	2770 hours (Total, all aircraft), 12 hours (Total, this make and model), 50 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

### Co-Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	None	<b>Last Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	12/01/2007
<b>Flight Time:</b>	100 hours (Total, all aircraft), 17 hours (Total, this make and model), 17 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Pipistrel	<b>Registration:</b>	N126BF
<b>Model/Series:</b>	Virus 912	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	180VTL9120905KIT49
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	11/01/2007, Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	130 Hours	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	912UL
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	
<b>Operator:</b>	On file	<b>Air Carrier Operating Certificate:</b>	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	RDM, 3080 ft msl	Observation Time:	1156 PDT
Distance from Accident Site:	10 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	13°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	3 knots, Variable	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sunriver, OR (S21)	Type of Flight Plan Filed:	None
Destination:	Bend, OR (BDN)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

## Airport Information

Airport:	Bend Municipal Airport (KBDN)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	5200 ft / 75 ft	VFR Approach/Landing:	Straight-in

## 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		

## Administrative Information

Investigator In Charge (IIC):	Zoë Keliher	Adopted Date:	09/26/2008
Additional Participating Persons:	Bruce Stephanson; Federal Aviation Administration; Portland, OR		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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