



Aviation Investigation Final Report

Location:	WHITE BEAR LAKE, Minnesota	Accident Number:	CHI95LA308
Date & Time:	September 5, 1995, 16:45 Local	Registration:	N99970
Aircraft:	LET BLANIK	L-23 SUPER	Aircraft Damage: Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was on final approach when he experienced 'quick' and 'unexpected' altitude loss. The landing gear impacted a power line. The wire broke but the glider descended onto a road. No evidence of preimpact malfunction was discovered. The pilot wrote 'I question whether I actually retracted the spoilers. This may account for the excess loss of altitude.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's delayed retraction of the spoilers. Factors were the excessive sink rate and the power lines.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) OBJECT - WIRE,STATIC
2. (F) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
3. (C) SPOILER RETRACTION - DELAYED - PILOT IN COMMAND

Factual Information

On September 5, 1995, at 1645 central daylight time, a Let L-23 Super Blanik, N99970, operated by the Redwing Soaring Association, sustained substantial damage when it impacted power lines during final approach in White Bear Lake, Minnesota. The private pilot reported no injuries. The local, personal flight was conducted under 14 CFR Part 91 in visual meteorological conditions. No flight plan was filed.

The pilot reported that he was on final approach and extended the spoilers to reduce his altitude. He thought he retracted the spoilers. He experienced "quick" and "unexpected" altitude loss. The landing gear impacted a power line. The wire broke but the glider descended onto a road. He wrote "I question whether I actually retracted the spoilers. This may account for the excess loss of altitude."

According to a Federal Aviation Administration (FAA) inspector, who examined the wreckage, no evidence of preimpact malfunction was discovered.

Pilot Information

Certificate:	Private	Age:	72, 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 None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	83 hours (Total, all aircraft), 25 hours (Total, this make and model), 48 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LET	Registration:	N99970
Model/Series:	L-23 SUPER BLANIK L-23 SUPER	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	026012
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1102 lbs
Time Since Last Inspection:		Engines:	Unknown
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	REDWING SOARING ASSOCIATION	Rated Power:	
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 3 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.090324,-93.01062(est)

Administrative Information

Investigator In Charge (IIC):	Robbins, Wesley
Additional Participating Persons:	RUDOLPH W HARTLEBEN; MINNEAPOLIS , MN
Original Publish Date:	April 1, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=10020

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