



# Aviation Investigation Final Report

<b>Location:</b>	Yoder, Kansas	<b>Accident Number:</b>	CEN22LA279
<b>Date &amp; Time:</b>	June 22, 2022, 11:30 Local	<b>Registration:</b>	N364BA
<b>Aircraft:</b>	LET L-23 SUPER BLANIK	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Aerodynamic stall/spin	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The flight instructor reported that after demonstrating maneuvers he noticed that the glider had quickly descended to pattern altitude, so he proceeded into the traffic pattern. He slowed the glider to minimum sink airspeed and then turned onto the base leg about 200 to 250 ft above ground level. During the base leg turn, the glider continued to turn and descend, and the flight instructor was unable to maintain control. The glider impacted terrain short of the runway and sustained substantial damage to the fuselage, empennage, and both wings. The flight instructor reported that there were no preimpact mechanical malfunctions or failures with the glider that would have precluded normal operation. The flight instructor reported that there was sinking air in the flight area.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's encounter with sinking air conditions that resulted in a loss of lift and a subsequent loss of control.

## Findings

<b>Aircraft</b>	(general) - Not attained/maintained
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## Factual Information

### History of Flight

Approach-VFR pattern base	Aerodynamic stall/spin (Defining event)
Approach-VFR pattern base	Loss of lift

### Pilot Information

Certificate:	Commercial; Flight instructor	Age:	71, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Glider	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	January 25, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 22, 2021
Flight Time:	6143 hours (Total, all aircraft), 359 hours (Total, this make and model), 5963 hours (Pilot In Command, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Student pilot Information

Certificate:	None	Age:	15, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	LET	<b>Registration:</b>	N364BA
<b>Model/Series:</b>	L-23 SUPER BLANIK	<b>Aircraft Category:</b>	Glider
<b>Year of Manufacture:</b>	2000	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	008706
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	May 4, 2022 Annual	<b>Certified Max Gross Wt.:</b>	1124 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	0
<b>Airframe Total Time:</b>	4420.9 Hrs as of last inspection	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	CIVIL AIR PATROL INC	<b>Rated Power:</b>	
<b>Operator:</b>	CIVIL AIR PATROL INC	<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>	KHUT, 1542 ft msl	<b>Distance from Accident Site:</b>	8 Nautical Miles
<b>Observation Time:</b>	11:52 Local	<b>Direction from Accident Site:</b>	15°
<b>Lowest Cloud Condition:</b>	Few / 1900 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.21 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Yoder, KS	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Yoder, KS	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Sunflower Aerodrome Gliderport SN76	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1582 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7000 ft / 200 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 Minor	<b>Latitude, Longitude:</b>	37.939714,-97.904686(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lindberg, Joshua
<b>Additional Participating Persons:</b>	Dieter Reinhard; Federal Aviation Administration; Wichita, KS
<b>Original Publish Date:</b>	September 8, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=105339">https://data.ntsb.gov/Docket?ProjectID=105339</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).