



Aviation Investigation Final Report

Location:	STILLWATER, Oklahoma	Accident Number:	FTW94LA250
Date & Time:	July 24, 1994, 10:00 Local	Registration:	N923SB
Aircraft:	LET L-23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

DURING AN INSTRUCTIONAL FLIGHT, A GLIDER WAS BEING TOWED BY A CAR AS PART OF THE STUDENT PILOT'S QUALIFICATION. AFTER SEPARATION FROM THE TOWING VEHICLE, THE INSTRUCTOR PILOT NOTICED THAT THE GLIDER WAS NOT GAINING AIRSPEED. THE AIRCRAFT THEN STALLED AND STRUCK THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE CERTIFIED FLIGHT INSTRUCTOR'S FAILURE TO MAINTAIN FLYING SPEED.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND(CFI)
2. STALL - INADVERTENT - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On July 24, 1994, approximately 1000 central daylight time, a Let L-23 glider, N923SB, was substantially damaged during take-off. The instructor pilot and his student were not injured. Visual meteorological conditions prevailed for the 14 CFR 91 flight.

During an interview conducted by a Federal Aviation Administration inspector, the instructor pilot reported that the glider was being towed by car for takeoff as part of a student qualification. After separation from the towing vehicle the instructor pilot felt that they were not gaining airspeed and stalled. The glider struck the ground resulting in structural damage.

Pilot Information

Certificate:	Airline transport	Age:	Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	December 31, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	11200 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LET	Registration:	N923SB
Model/Series:	L-23 L-23	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	917923
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	Unknown
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	CIMMARON SOARING	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:	OKC ,1295 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	11:56 Local	Direction from Accident Site:	187°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	33°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:00 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:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.080711,-97.070602(est)

Administrative Information

Investigator In Charge (IIC):	Ellis, Matthew
Additional Participating Persons:	RONALD CHAMBERS; OKLAHOMA CITY , OK
Original Publish Date:	September 24, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19123

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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](#).