



Aviation Investigation Final Report

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|--------------------------------|------------------------------|-------------------------|-------------|
| Location: | Socorro, New Mexico | Accident Number: | CEN10CA507 |
| Date & Time: | August 28, 2010, 09:30 Local | Registration: | N361BA |
| Aircraft: | LET L-23 SUPER BLANIK | Aircraft Damage: | Substantial |
| Defining Event: | Loss of lift | Injuries: | 2 None |
| Flight Conducted Under: | Public aircraft | | |

Analysis

According to a written statement received from the Civil Air Patrol, and forwarded to the National Transportation Safety Board, the glider lost lift while preparing to land. The pilot selected an off-field landing location and during the landing attempt, encountered terrain and a fence that was not expected. The glider was substantially damaged during the impact. An examination of the glider and its systems, conducted by the Federal Aviation Administration, revealed no anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of lift that resulted in an off-airport landing.

Findings

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| Environmental issues | Fence/fence post - Contributed to outcome |
| Environmental issues | Downdraft - Effect on operation |
| Aircraft | Altitude - Attain/maintain not possible |

Factual Information

History of Flight

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| Approach-VFR pattern base | Loss of lift (Defining event) |
| Landing-flare/touchdown | Off-field or emergency landing |

Pilot Information

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| Certificate: | Commercial; Flight instructor | Age: | 74, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Rear |
| Other Aircraft Rating(s): | Glider | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane single-engine; Glider; Instrument airplane | Toxicology Performed: | No |
| Medical Certification: | Class 2 With waivers/limitations | Last FAA Medical Exam: | |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | July 3, 2009 |
| Flight Time: | 2469 hours (Total, all aircraft), 147 hours (Total, this make and model), 2269 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-------------------------------|---------------------------------------|--------|
| Aircraft Make: | LET | Registration: | N361BA |
| Model/Series: | L-23 SUPER BLANIK | Aircraft Category: | Glider |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 008703 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | June 3, 2010 Annual | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 0 |
| Airframe Total Time: | 650 Hrs as of last inspection | Engine Manufacturer: | |
| ELT: | Not installed | Engine Model/Series: | |
| Registered Owner: | CIVIL AIR PATROL INC | Rated Power: | |
| Operator: | CIVIL AIR PATROL INC | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|--------------------------|---|-------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KONM | Distance from Accident Site: | |
| Observation Time: | 10:10 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Scattered / 12000 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 9 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 170° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.02 inches Hg | Temperature/Dew Point: | 25°C / 14°C |
| Precipitation and Obscuration: | | | |
| Departure Point: | Socorro, NM (KONM) | Type of Flight Plan Filed: | Company VFR |
| Destination: | Socorro, NM (KONM) | Type of Clearance: | None |
| Departure Time: | 09:15 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|--------------|----------------------------------|-----------|
| Airport: | Socorro KONM | Runway Surface Type: | |
| Airport Elevation: | | Runway Surface Condition: | |
| Runway Used: | | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| 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 | Latitude, Longitude: | 34.016666,-106.900001(est) |

Administrative Information

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| Investigator In Charge (IIC): | Rodi, Jennifer |
| Additional Participating Persons: | Ken Hand; Federal Aviation Administration; Albuquerque, NM |
| Original Publish Date: | December 20, 2010 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=77129 |

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](#).