Aviation Investigation Final Report

Location:	Immokalee, Florida	**Accident Number:**	ERA17LA270
Date & Time:	August 3, 2017, 11:00 Local	**Registration:**	N811AW
Aircraft:	PIPISTREL DOO AJDOVSCINA VIRUS SW	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot was conducting a personal, local flight. He reported that he was attempting to land the motor glider on a 1,200-ft-long grass runway with 50 ft-tall trees at each end. After the airplane touched down on the first third of the runway, the pilot realized he was not going to be able to stop the glider within the remaining runway, so he disengaged the air brakes, aborted the landing, and attempted a go-around. During the go-around, the left wing dropped, the glider descended, and the left wing struck the ground. The glider then impacted trees and came to rest about 1,000 ft beyond the runway approach end, and it sustained substantial damage.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the motor glider that would have precluded normal operation. Given the evidence, it is likely that, during the attempted go-around, the pilot failed to attain adequate airspeed, which resulted in an aerodynamic stall.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to attain adequate airspeed during an attempted go-around, which resulted in an aerodynamic stall.

Findings

Aircraft	Airspeed - Not attained/maintained
Personnel issues	Use of equip/system - Pilot
Environmental issues	Tree(s) - Contributed to outcome

Factual Information

History of Flight

Approach-VFR go-around	Aerodynamic stall/spin
Approach-VFR go-around	Collision with terr/obj (non-CFIT)

On August 3, 2017, about 1100 eastern daylight time, a Pipistrel Virus-SW, N811AW, was substantially damaged when it impacted terrain following an aborted landing from a private grass airstrip near Immokalee, Florida. The private pilot received minor injuries and the passenger was seriously injured. The motor glider was being operated in accordance with 14 Code of Federal Regulations Part 91 as a personal flight and originated about 1045 from Immokalee Regional Airport (IMM), Immokalee, Florida. Visual meteorological conditions prevailed, and no flight plan was filed for the flight.

The pilot reported that he was attempting to land on a private, 1,200 ft-long grass airstrip with 50 ft-tall trees on both ends of the runway. After touchdown on the first third of the runway, realizing he was not going to stop in time, he disengaged the air brakes, aborted the landing, and attempted to go around. During the initial climb, at about 30 ft, "the left wing quickly dropped," before the glider descended and its left wing impacted the ground. The glider impacted trees located about 75 ft left of the runway center and 1,000 ft beyond the approach end of the runway. The pilot reported that there was no mechanical malfunction or failure with the glider prior to the accident.

Examination of the accident site revealed that pieces of the fiberglass wheel fairing came to rest near the point where the glider touched down. The pieces were scattered along the runway for about 150 ft, with the last piece located about 550 ft from the main wreckage. The path of the fiberglass debris was consistent with the runway heading of 080°. No other ground scars were discovered until the first impact marks near where the wreckage came to rest.

An approximate 140-foot-long debris path oriented about a magnetic course of 060 degrees was located off the left side of the runway along with ground scars and propeller scalp marks. The left wing was completely separated from the fuselage and broken off at the wing spar near the wing root. The empennage was twisted upside down.

Southwest Florida International Airport, (RSW) Fort Myers, Florida was located about 40 miles east-northeast of the accident site. The recorded weather at RSW, at 1053, included wind from 130 degrees at 8 knots, visibility 10 miles, broken clouds at 2,100 feet, temperature 31 degrees C, dew point 25 degrees C, and altimeter setting 30.14 inches of mercury.

According to Federal Aviation Administration and aircraft records, the motor glider was issued a special airworthiness certificate for experimental exhibition on March 1, 2017. It was manufactured by the Pipistrel d.o.o. Ajdovscii factory. The pilot was issued a private pilot certificate with a glider rating on March 27, 2017 and reported a total time of 33 hours.

Pilot Information

Certificate:	Private	**Age:**	52,Male
Airplane Rating(s):	None	**Seat Occupied:**	Left
Other Aircraft Rating(s):	Glider	**Restraint Used:**	4-point
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	None	**Last FAA Medical Exam:**	
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	March 27, 2017
Flight Time:	33 hours (Total, all aircraft), 33 hours (Total, this make and model), 21 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPISTREL DOO AJDOVSCINA	**Registration:**	N811AW
Model/Series:	VIRUS SW NO SERIES	**Aircraft Category:**	Glider
Year of Manufacture:	2016	**Amateur Built:**	
Airworthiness Certificate:	Experimental (Special)	**Serial Number:**	823 SWN 100
Landing Gear Type:	Tricycle	**Seats:**	2
Date/Type of Last Inspection:	March 1, 2017 Unknown	**Certified Max Gross Wt.:**	1323 lbs
Time Since Last Inspection:	33 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	48 Hrs at time of accident	**Engine Manufacturer:**	Rotax
ELT:	Not installed	**Engine Model/Series:**	912
Registered Owner:	On file	**Rated Power:**	100 Horsepower
Operator:	On file	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KRSW,37 ft msl	**Distance from Accident Site:**	40 Nautical Miles
Observation Time:	10:53 Local	**Direction from Accident Site:**	290°
Lowest Cloud Condition:	Few	**Visibility**	10 miles
Lowest Ceiling:	Broken / 2100 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	8 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	130°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.13 inches Hg	**Temperature/Dew Point:**	31°C / 25°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	IMMOKALEE, FL (IMM)	**Type of Flight Plan Filed:**	None
Destination:	Immokalee, FL (PVT)	**Type of Clearance:**	None
Departure Time:	10:45 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	Private PVT	**Runway Surface Type:**	Dirt;Grass/turf;Gravel
Airport Elevation:	5 ft msl	**Runway Surface Condition:**	Rough
Runway Used:	08	**IFR Approach:**	None
Runway Length/Width:	1200 ft / 40 ft	**VFR Approach/Landing:**	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Serious	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Serious, 1 Minor	**Latitude, Longitude:**	26.291944,-81.11222

Administrative Information

Investigator In Charge (IIC):	Mccarter, Lawrence
Additional Participating Persons:	William J Moore; FAA FSDO; Miramar, FL
Original Publish Date:	April 13, 2020
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=95780