



Aviation Investigation Final Report

Location:	Santa Fe, New Mexico	Accident Number:	WPR23LA209
Date & Time:	May 30, 2023, 14:05 Local	Registration:	N69PV
Aircraft:	PIPISTREL DOO AJDOVSCINA VIRUS SW	Aircraft Damage:	Unknown
Defining Event:	Hard landing	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he experienced severe turbulence within about 10 miles of the airport as he was approaching to land. He further reported that during the landing, the airplane encountered a downdraft and bounced on touchdown. The airplane exited the runway to the left onto an adjacent grass area and nosed over, resulting in substantial damage to the right wing. The pilot reported there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation during landing.

Probable Cause and Findings

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

An encounter with a downdraft during landing that resulted in a hard landing and the pilot's loss of control.

Findings

Aircraft	Landing flare - Capability exceeded
Personnel issues	Aircraft control - Pilot
Environmental issues	(general) - Effect on operation
Aircraft	Descent rate - Attain/maintain not possible

Factual Information

History of Flight

Approach-VFR pattern final	Other weather encounter
Landing-flare/touchdown	Hard landing (Defining event)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	76
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 15, 2022
Flight Time:	5600 hours (Total, all aircraft), 330 hours (Total, this make and model), 26 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPISTREL DOO AJDOVSCINA	Registration:	N69PV
Model/Series:	VIRUS SW	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	709 SWN 100
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	May 9, 2023 Condition	Certified Max Gross Wt.:	1322 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	210 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	912ULS
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:	KSAF, 6287 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	221°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	26°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Moriarty, NM (0E0)	Type of Flight Plan Filed:	None
Destination:	Sante Fe, NM (KSAF)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	Santa Fe Municipal Airport SAF	Runway Surface Type:	Concrete
Airport Elevation:	6348 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	8366 ft / 150 ft	VFR Approach/Landing:	Full stop;Precautionary landing;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Unknown
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	35.617111,-106.08941(est)

Administrative Information

Investigator In Charge (IIC):	Basti, Paymaun
Additional Participating Persons:	Vernon Rocket; FAA FSDO; Albuquerque, NM
Original Publish Date:	November 16, 2023
Last Revision Date:	June 20, 2024
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192303

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](#).