



Aviation Investigation Final Report

Location:	Minden, Nevada	Accident Number:	WPR23LA362
Date & Time:	June 3, 2023, 14:05 Local	Registration:	N438BA
Aircraft:	LET L-23 SUPER BLANIK	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot of the glider reported that while on downwind, the tow airplane maneuvered to avoid another aircraft, which resulted in a slack tow line. The tow line subsequently broke, and the glider pilot initiated a landing to a nearby runway from about 900 ft above ground level (agl). During the landing roll, the glider drifted right, and the right wing impacted a taxiway sign, which resulted in substantial damage to the wing spar. The pilot reported that there were no preaccident mechanical malfunctions or failures with the glider that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's failure to maintain directional control during the landing roll, resulting in an impact with a taxiway sign.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Use of equip/system - Pilot

Factual Information

History of Flight

Landing-landing roll	Collision with terr/obj (non-CFIT) (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	85,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Glider	Toxicology Performed:	
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 24, 2023
Flight Time:	2475 hours (Total, all aircraft), 13 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LET	Registration:	N438BA
Model/Series:	L-23 SUPER BLANIK	Aircraft Category:	Glider
Year of Manufacture:	2002	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	029016
Landing Gear Type:	Tandem; Other launch/recovery system	Seats:	2
Date/Type of Last Inspection:	May 26, 2023 Annual	Certified Max Gross Wt.:	1297 lbs
Time Since Last Inspection:		Engines:	0
Airframe Total Time:	2612.9 Hrs as of last inspection	Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	CIVIL AIR PATROL	Rated Power:	
Operator:	CIVIL AIR PATROL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMEV,4726 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	25°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Minden, NV	Type of Flight Plan Filed:	
Destination:	Minden, NV	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	MINDEN-TAHOE MEV	Runway Surface Type:	Asphalt
Airport Elevation:	4723 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	7395 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.000138,-119.75204(est)

Administrative Information

Investigator In Charge (IIC):	Cawthra, Joshua
Additional Participating Persons:	Will Geyer; Federal Aviation Administration; Reno, NV
Original Publish Date:	March 21, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193470

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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](#).