



# Aviation Investigation Final Report

<b>Location:</b>	Santa Fe, New Mexico	<b>Accident Number:</b>	WPR23LA209
<b>Date &amp; Time:</b>	May 30, 2023, 14:05 Local	<b>Registration:</b>	N69PV
<b>Aircraft:</b>	PIPISTREL DOO AJDOVSCINA VIRUS SW	<b>Aircraft Damage:</b>	Unknown
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	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

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

## Factual Information

### History of Flight

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

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	76
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 15, 2022
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	PIPISTREL DOO AJDOVSCINA	<b>Registration:</b>	N69PV
<b>Model/Series:</b>	VIRUS SW	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	709 SWN 100
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	May 9, 2023 Condition	<b>Certified Max Gross Wt.:</b>	1322 lbs
<b>Time Since Last Inspection:</b>	5 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	210 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	912ULS
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KSAF, 6287 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	13:53 Local	<b>Direction from Accident Site:</b>	221°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.08 inches Hg	<b>Temperature/Dew Point:</b>	26°C / -6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Moriarty, NM (0E0)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Sante Fe, NM (KSAF)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

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

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](#).