



**MINISTRY OF TRANSPORT,
CONSTRUCTION AND REGIONAL DEVELOPMENT
OF THE SLOVAK REPUBLIC**

Air Accident and Incident Investigation Board
Nám. slobody 6, P.O. BOX.100, 810 05 Bratislava 15

Reg. No: SKA2010008

FINAL REPORT

on investigation of an air accident
of aircraft type **L-23 Super Blaník**
registration No. **OM - 0224**

Date: 01.07.2010

Place: cadastral area of the municipality of Dolné Vestenice

A. INTRODUCTION

The investigation of air accident, serious incident, has been conducted pursuant to Art. 18 of the Act No 143/1998 on Civil Aviation (Civil Aviation Act) and on Amendment of Certain Acts, in accordance with the Regulation (EU) No. 996/2010 of the European Parliament and of the Council on investigation and prevention of civil aviation accidents and incidents, governing the investigation of civil aviation accidents and incidents.

The final report is issued in accordance with the Regulation L 13 that is the application of the provisions of ANNEX 13 Air Accident and Incident Investigation to the Convention on International Civil Aviation.

The exclusive aim of investigation is to establish causes of an accident or serious incident and prevent their occurrence, but not to refer to any fault or liability of persons.

This final report, its individual parts or other documents related to the investigation of the air accident have informative character and can only be used as recommendation for the implementation of measures to prevent occurrence of other air accidents and serious incidents with similar causes.

Operator / Owner:	SNA gen. M. R. Štefánika / Aero Club Košice
Type of operation:	general aviation
Type of aircraft:	L-23 Super Blaník
Registration No:	OM - 0224
Take-off site:	Airport LZPT
Flight phase:	forced landing
Place of accident:	cadastral area of the municipality of Dolné Vestenice
Date and time of accident:	01.07.2010, 10:00 hrs

Note: All times in this Report are UTC.

B. INFORMATIVE SUMMARY

On 1 July 2010, during a competitive flight of the 30th Glider Memorial Race of Alexander Makarenko, the sailplane crew made a forced ground landing in which the sailplane was damaged.

The sailplane crew members were not injured.

The following person was appointed as investigator of the air accident:

Lic. MIČEKOVÁ Jaroslava

The report is issued by:

Air Accident and Incident Investigation Board
of the Ministry of Transport, Construction and Regional Development
of the Slovak Republic

C. MAIN PART OF REPORT

1. FACTUAL INFORMATION
2. ANALYSES
3. CONCLUSIONS
4. SAFETY RECOMMENDATIONS

1. FACTUAL INFORMATION

1.1 History of the flight

During a competitive flight of the 30th Glider Memorial Race of Alexander Makarenko, the sailplane crew made a forced ground landing with the sailplane. During ground roll the sailplane touched the corn thicket with its left wing and turned 90° to the left.

Daytime: Daylight

Flight rules: VFR

1.2 Injuries to persons

Injury	Crew	Passengers	Other persons
Fatal	-	-	-
Serious	-	-	-
Minor	-	-	-
None	2	-	-

1.3 Damage to aircraft

The sailplane L-23 stayed in one piece after the air accident. During loading of the sailplane on the transparent vehicle the corrugation of the upper skin in the area of rib No 25 was detected.

The sailplane lost the airworthiness. The assessment of the scope of damage caused to the sailplane by the TC holder or by authorized organization for the said scope of damage and performance of repair in this organization of AMO were ordered.

1.4 Other damages

The Air Accident and Incident Investigation Board was not informed about circumstances with potential claims for compensation of other damages toward a third party.

1.5 Personnel information

Not applicable.

1.6 Aircraft information

Airframe

Type: L-23 SUPER BLANÍK
Registration No: OM-0224
Serial No: 907721
Year of manufacture: 1990
Manufacturer: Let Kunovice – Czech Republic

Certificate of airworthiness No. 3574, issued by the Civil Aviation Authority of Slovak Republic with valid Certificate of airworthiness inspection No. 3574/01.

1.7 Meteorological information

Not applicable.

1.8 Aids to navigation

Not applicable.

1.9 Communications

The sailplane was equipped by a radio communication system enabling a two-way communication with all air stations at any moment of flight.

1.10 Aerodrome information

Not applicable.

1.11 Flight recorders

Not applicable.

1.12 Wreckage and impact information

Not applicable.

1.13 Medical and pathological information

The crew members were not injured, their medical examination was not required.

1.14 Fire

Not applicable.

1.15 Survival aspects

The search and rescue using SAR means were not required.

1.16 Tests and research

No tests or expert inspection of the sailplane parts had to be conducted.

1.17 Organizational and management information

The flight of the sailplane was a part of the 30th Glider Memorial Race of Alexander Makarenko and it was made according to the programme in the framework of the approved event.

1.18 Additional information

Not applicable.

1.19 Useful or effective investigation techniques

Standard investigation methods were used.

2. ANALYSIS

The ground landing of sailplanes requires the early performance of thorough inspection of the selected landing ground by pilots. Beside of the orientation of the ground in relation to the wind, the selection of the landing ground must take into account its surface, gradient, carrying capacity and type of vegetation cover.

A landing on relatively unknown ground, about which the pilot is only informed by a cursory look, puts high psychological requirements on the pilot. All these factors, including the change of speed and orientation of ground wind and uneven surface, often caused damage to sailplanes.

3. CONCLUSIONS / Cause of air accident

Poor mastering of the flying technique by the sailplane crew making the forced ground landing.

4. SAFETY RECOMMENDATIONS

The final report from investigation of the air accident does not contain any recommendations.

Bratislava, 1 April 2011