

Wake Vortices Review – CEN24FA277

A review of ADS-B data for the accident airplane and a preceding Aero L-39, along with wake vortex modeling, was conducted. The L-39 turned onto final approach about 30 seconds before the accident airplane. At that time, the L-39 was descending through about 1,300 ft, while the accident airplane was about 1,000 ft. The accident airplane reached final approach about 20 seconds behind the L-39.

Modeling indicated that the L-39 wake vortices, which descended about 300 ft per minute, would have remained above the accident airplane's flight path. Under reported light and variable wind conditions, the vortices also would not have drifted laterally into the accident airplane's path before impact.