

**AIRCRAFT ACCIDENT
INSPECTOR STATEMENT
N212RW**

Aircraft Make: LET
Registration Number: N266SE
Date of Accident: August 6, 2014
Hobbs: 00 hours

Aircraft Model: L-23 Supper Blanik
Serial Number: 938107
TTAF: 1895.55 hrs.

08/17/2014--I was assigned to investigate an aircraft accident involving a LET L-23 Super Blanik, registration number N266SE which occurred at Sylacauga, Alabama. Initial information received revealed the aircraft crashed during a landing attempt at the Sylacauga, Alabama Airport (SDC). One person was reported on-board and sustained minor injuries as a result of the accident. Operations of the aircraft were being conducted as 14 CFR Part 91 flight in visual metrological conditions (VMC). The aircraft registration identified Central Alabama Soaring Association, [REDACTED] Vestavia Alabama 35243-4307 as the current owner. Aircraft Records in Oklahoma City disclosed Mr. Stephen Bair as the Association Treasure of Central Alabama Soaring Association. The aircraft had been certificated in the Standard/Normal category on July 20, 2001.

I arrived at the accident site at 1630 local time; the aircraft was located behind the residence of 409 Merkle Loop Road and approximately one (1) mile on the north of the Sylacauga, Alabama Airport. Initial examination found the aircraft standing on its nose; the left wing tip was moved forward approximately two (2) foot which allowed the rear inboard wing root to pull away from fuselage. The right wing tip was moved forward approximately two-three (2-3) feet which allowed the rear inboard wing root to pull away from fuselage. Also, the right wing mid-section rib rivets were found torn allowing the wing tip to travel further forward. Flight control continuity could not be performed at this time due to the nose skin had impacted the rudder pedals and the right aileron was pushed back into the wing. Photographs were taken of the accident scene.

The local police/rescue authority identified the pilot as Rachel McKay, [REDACTED] [REDACTED] and added that Ms. McKay had been transported to a local hospital, reportedly with a broken ankle.

An interview with Mr. Roger Lewis, CFI # [REDACTED], was performed. Mr. Lewis stated that Ms. McKay was a student pilot and was on a local solo flight. He added that Ms. McKay was a very component pilot with good flight skills. Mr. Lewis stated that he was giving flight training and had not witness the accident.

Mr. Steven Bair, Treasurer for Central Alabama Soaring Association provided records which verified Ms. McKay was a student pilot (certificate # [REDACTED]) with approximately 100 flights.

An interview with Mr. Jay Miller, witness and local glider pilot, stated that he watched Ms. McKay's glider approach the airport from the north; the aircraft spiraled rapidly to the right; recovering with a nose high attitude; then entered spin; making two (2) complete rotations to the right; the aircraft disappeared behind the tree line. The accident occurred at 1520 local. Mr. Miller stated that the other witness had departed the airport and he would obtain a written statement from him.

08/18/2014-- Mr. Bair submitted copies of the aircraft logbook, maintenance records were reviewed and found satisfactory for flight operations.

08/18/2014—Telephone conversation with Ms. Vicky McKay, Rachel McKay's mother, advised that her daughter was on bed rest with feet elevated and medicated. Ms. McKay agreed to a FAA interview at a later date and would submit copies of Rachel McKay's pilot logbook and a written statement.

08/22/2014---Ms. McKay submitted copies of Rachel's pilot logbook and a written statement; review of the documents were found satisfactory for student/solo flight operations.

08/24/2014—Mr. David Nelson, witness and local glider pilot, submitted a written statement; stating that he had observed Ms. McKay entered what appeared as a right downwind for runway 27; the aircraft spun to the right approximately 1/2 rotation and appeared to recover; the aircraft entered another spin and completed two (2) rotations before disappearing behind the tree line; he called 911 at 3:26 PM and estimated the accident occurred at 3.24 PM.

09/11/2014—Performed a telephone interview with Ms. Rachel McKay; who stated that the flight seemed normal and she had allowed time for another aircraft to land at the Sylacauga Airport. She stated that she remembered the first descending turn and making a radio call; then hitting the tree; but nothing after the first descending turn. When questioned as to her physical condition before the flight, she stated that she had nausea and did not feel good; she added that she had taken a non-prescription Sudafed decongestant product around 0800 for a sinus issue; she also stated that she was not properly hydrated before or during the flight and may have contributed to her general condition.



Jack E. Clark
Aviation Safety Inspector, FSDO SO-09
September 11, 2014