



National Transportation Safety Board Aviation Accident Final Report

Location:	FARMINGTON, NM	Accident Number:	DEN00LA047
Date & Time:	02/03/2000, 0745 MST	Registration:	N8240U
Aircraft:	Beech A36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

To prepare the student pilot for his first solo flight, the flight instructor retarded the throttle on downwind to simulate a power failure. The instructor said the student flared the airplane high over the runway and added power to adjust the sink rate and banked left 'to return to the centerline.' The airplane landed hard on the left main gear and bounced. The flight instructor took control, aborted the landing, went around and landed uneventfully. Postaccident inspection revealed wingtip, aileron, and rear spar damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's excessive remedial action (banking to realign the airplane with the runway). Factors were the student pilot flaring the airplane prematurely and failing to maintain directional control, and the flight instructor's inadequate supervision of the student.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) FLARE - PREMATURE - DUAL STUDENT
2. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
3. (C) REMEDIAL ACTION - EXCESSIVE - DUAL STUDENT
4. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Factual Information

On February 3, 2000, approximately 0745 mountain standard time, a Beech A36, N8240U, registered to and operated by San Juan Pilot Training, Inc., was substantially damaged when it collided with terrain during landing at Four Corners Regional Airport, Farmington, New Mexico. There were no injuries to the commercial certificated flight instructor and student pilot. Visual meteorological conditions prevailed, and no flight plan had been filed for the instructional flight being conducted under Title 14 CFR Part 91. The flight originated at Farmington at 0730.

To prepare the student pilot for his first solo flight, the flight instructor retarded the throttle on downwind to simulate a power failure. The instructor said the student flared the airplane high over the runway and added power to adjust the sink rate and banked left "to return to the centerline." The airplane landed hard on the left main gear and bounced. The flight instructor took control, aborted the landing, went around and landed uneventfully. Postaccident inspection revealed wingtip, aileron, and rear spar damage.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	31, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/10/2000
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	465 hours (Total, all aircraft), 55 hours (Total, this make and model), 400 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 55 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N8240U
Model/Series:	A36 A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	E2665
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	01/30/2000, 100 Hour	Certified Max Gross Wt.:	3650 lbs
Time Since Last Inspection:	22 Hours	Engines:	1 Reciprocating
Airframe Total Time:	11632 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-550-B
Registered Owner:	SAN JUAN PILOT TRAINING, INC.	Rated Power:	300 hp
Operator:	SAN JUAN PILOT TRAINING, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FMN, 5506 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0754 MST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	9 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-4°C / -6°C
Precipitation and Obscuration:			
Departure Point:	(FMN)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	0720 MST	Type of Airspace:	Class D

Airport Information

Airport:	FOUR CORNERS REGIONAL (FMN)	Runway Surface Type:	Asphalt
Airport Elevation:	5506 ft	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	6704 ft / 100 ft	VFR Approach/Landing:	Simulated Forced Landing

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	11/29/2000
Additional Participating Persons:	JOHN C SANDERS; ALBUQUERQUE, NM		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).