



National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|--|-------------------------|-------------|
| Location: | Salt Lake City, UT | Accident Number: | DEN05CA018 |
| Date & Time: | 11/02/2004, 1040 MST | Registration: | N8504G |
| Aircraft: | Aircraft Mfg & Dev. Co. (AMD) CH 2000 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

According to the flight instructor, the student "flared high (about 15-20 feet) and the stall horn came on." The student attempted to recover by adding power and lowering the nose; however, the airplane impacted the runway "flat and hard, bouncing into the air," causing substantial damage. The flight instructor took control at this time and landed the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the dual student's high flare resulting in an inadvertent stall/mush and a hard landing. A factor contributing to the accident was the flight instructor's inadequate supervision.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - HIGH - DUAL STUDENT
2. (F) REMEDIAL ACTION - ATTEMPTED - DUAL STUDENT
3. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND(CFI)
4. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Factual Information

Flight Instructor Information

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|----------------------------------|---|--|----------------------------|
| Certificate: | Flight Instructor; Commercial | Age: | 29, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Rear |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane Single-engine | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 08/31/2004 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 1146 hours (Total, all aircraft), 567 hours (Total, this make and model), 1038 hours (Pilot In Command, all aircraft), 104 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Student Pilot Information

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|----------------------------------|---|--|----------------------------|
| Certificate: | Student | Age: | 32, Male |
| Airplane Rating(s): | None | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | Yes |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 08/02/2004 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 11 hours (Total, all aircraft), 11 hours (Total, this make and model), 11 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|----------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Aircraft Mfg & Dev. Co. (AMD) | Registration: | N8504G |
| Model/Series: | CH 2000 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Utility | Serial Number: | 20-1002 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | 09/14/2004, AAIP | Certified Max Gross Wt.: | 1692 lbs |
| Time Since Last Inspection: | 45.8 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1474 Hours at time of accident | Engine Manufacturer: | Lycoming |
| ELT: | Installed, not activated | Engine Model/Series: | O-235-N15 |
| Registered Owner: | Salt Lake City Community College | Rated Power: | 115 hp |
| Operator: | Salt Lake City Community College | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|--------------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | U42, 4603 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 1055 MST | Direction from Accident Site: | 340° |
| Lowest Cloud Condition: | Clear | Visibility: | 10 Miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 150° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.27 inches Hg | Temperature/Dew Point: | 16° C / 9° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | SALT LAKE CITY, UT (SLC) | Type of Flight Plan Filed: | None |
| Destination: | (U42) | Type of Clearance: | None |
| Departure Time: | 0940 MST | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|-----------------------------|----------------------------------|--------------|
| Airport: | SALT LAKE CITY MUNI 2 (U42) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 4227 ft | Runway Surface Condition: | Dry |
| Runway Used: | 16 | IFR Approach: | None |
| Runway Length/Width: | 5860 ft / 100 ft | VFR Approach/Landing: | Touch and Go |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|------------------------|
| 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: | 40.620000, -111.993333 |

Administrative Information

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|--|--|---------------------|------------|
| Investigator In Charge (IIC): | David C Bowling | Report Date: | 01/24/2005 |
| Additional Participating Persons: | Dennis A Seals; FAA Flight Standards District Office; Salt Lake City, UT | | |
| Publish Date: | | | |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. | | |
| 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).