



# National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|---|-------------------------|------------|
| <b>Location:</b>               | Loveland, CO                              | <b>Accident Number:</b> | DEN05LA055 |
| <b>Date &amp; Time:</b>        | 02/02/2005, 1450 MST                      | <b>Registration:</b>    | N618MN     |
| <b>Aircraft:</b>               | Cessna 172N                               | <b>Injuries:</b>        | 2 None     |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Instructional |                         |            |

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## Analysis

According to the flight instructor, they were performing a touch-and-go landing. During the landing flare, the flight instructor requested that the student perform a go-around and the student acknowledged. The instructor stated that the student added full power and "fully and abruptly moved the control yoke to its full forward limit." The instructor stated that he attempted to take control of the airplane; however, the nose gear impacted the runway and the airplane bounced. The instructor stated that he was able to land the airplane, following the bounce. He brought the airplane to a complete stop approximately 15 feet off of the left side of the runway. In two separate telephone interviews, both the flight instructor and the student were asked about the discrepancy between their statements. The flight instructor stated that the accident sequence was as he had stated in his written statement. He felt the student was not remembering approximately 20 seconds of the landing sequence. The student stated that the accident sequence was exactly as he had stated in his written statement. The student also stated that the purpose of the flight was to perform touch-and-go landings, not go-arounds. The student stated that the hard landing was only his third landing. He was unaware of what a go-around procedure was. The airplane was substantially damaged. A postimpact examination of the airplane systems revealed no anomalies.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The dual student's improper flare and the flight instructor's inadequate supervision.. A contributing factor was the inadequate communication between the flight instructor and the dual student,

## Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) COMMUNICATIONS - INADEQUATE - DUAL STUDENT
2. (F) COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND(CFI)
3. (C) FLARE - IMPROPER - DUAL STUDENT
4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

## Flight Instructor Information

|                                  |   |                              |   |
|----------------------------------|---|------------------------------|---|
| <b>Certificate:</b>              | Flight Instructor; Commercial   | <b>Age:</b>                  | 26  |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land   | <b>Instrument Rating(s):</b> | Airplane                                    |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Instructor Rating(s):</b> | Airplane Single-engine; Instrument Airplane |
| <b>Flight Time:</b>              | 1180 hours (Total, all aircraft), 700 hours (Total, this make and model), 1106 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) |                              |   |

## Student Pilot Information

|                                  |  |                              |      |
|----------------------------------|--|------------------------------|------|
| <b>Certificate:</b>              | Student  | <b>Age:</b>                  | 72   |
| <b>Airplane Rating(s):</b>       | None   | <b>Instrument Rating(s):</b> | None |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Instructor Rating(s):</b> | None |
| <b>Flight Time:</b>              | 23 hours (Total, all aircraft), 23 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) |                              |      |

## Aircraft and Owner/Operator Information

|                                       |   |                             |                 |
|---------------------------------------|---|-----------------------------|-----------------|
| <b>Aircraft Make:</b>                 | Cessna                                    | <b>Registration:</b>        | N618MN          |
| <b>Model/Series:</b>                  | 172N                                      | <b>Engines:</b>             | 1 Reciprocating |
| <b>Operator:</b>                      | Patrick Hinton                            | <b>Engine Manufacturer:</b> | Lycoming        |
| <b>Operating Certificate(s) Held:</b> | None                                      | <b>Engine Model/Series:</b> | O-320-H2AD      |
| <b>Flight Conducted Under:</b>        | Part 91: General Aviation - Instructional |                             |                 |

## Meteorological Information and Flight Plan

|   |                        |                                     |                              |
|---|------------------------|-------------------------------------|------------------------------|
| <b>Conditions at Accident Site:</b>     | Visual Conditions      | <b>Condition of Light:</b>          | Day                          |
| <b>Observation Facility, Elevation:</b> | FNL, 5016 ft msl       | <b>Weather Information Source:</b>  | Weather Observation Facility |
| <b>Lowest Ceiling:</b>                  | None                   | <b>Wind Speed/Gusts, Direction:</b> | 5 knots / , 230°             |
| <b>Temperature:</b>                     | 8°C                    | <b>Visibility</b>                   | 10 Miles                     |
| <b>Precipitation and Obscuration:</b>   |                        |                                     |                              |
| <b>Departure Point:</b>                 | FORT COLLINS, CO (3V5) | <b>Destination:</b>                 | (3V5)                        |

## Airport Information

|                             |                                  |                                  |         |
|-----------------------------|----------------------------------|----------------------------------|---------|
| <b>Airport:</b>             | FORT COLLINS-LOVELAND MUNI (FNL) | <b>Runway Surface Type:</b>      | Asphalt |
| <b>Runway Used:</b>         | 15                               | <b>Runway Surface Condition:</b> | Dry     |
| <b>Runway Length/Width:</b> | 8500 ft / 100 ft                 |                                  |         |

## 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        |
| Latitude, Longitude: | 40.451667, -105.011667 |                     |             |

## Administrative Information

|                               |  |               |            |
|-------------------------------|--|---------------|------------|
| Investigator In Charge (IIC): | Arnold W Scott   | Adopted Date: | 06/08/2005 |
| 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |               |            |

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