



National Transportation Safety Board Aviation Accident Data Summary

Location:	Bedminster, NJ	Accident Number:	ERA12CA204
Date & Time:	03/02/2012, 1800 EST	Registration:	N518F
Aircraft:	AMERICAN CHAMPION AIRCRAFT 7GCAA	Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The flight instructor stated that he and the pilot receiving instruction were practicing traffic pattern work and had performed two simulated engine failures without incident before the accident. The flight instructor initiated a third simulated engine failure at a higher altitude than the previous two and suggested the pilot receiving instruction perform S-turns to lose altitude. During the maneuver, the airplane descended too low to complete a power-off landing to the runway, and the flight instructor told the pilot receiving instruction to perform a go-around. The flight instructor also reached for the throttle to add full power for the go-around, but the airplane abruptly pitched down and impacted the ground, substantially damaging the wings and fuselage. Postaccident examination revealed that the pitch trim control was in the full forward (nose-down) position.

Flight Events

Approach-VFR pattern final - Simulated/training event
Approach-VFR go-around - Attempted remediation/recovery
Approach-VFR go-around - Collision during takeoff/land

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot receiving instruction's inadvertent movement of the pitch trim control to the nose-down position while attempting a go-around.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Pitch control-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	51
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	6804 hours (Total, all aircraft), 360 hours (Total, this make and model), 6519 hours (Pilot In Command, all aircraft), 265 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Private	Age:	51
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	152 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	AMERICAN CHAMPION AIRCRAFT	Registration:	N518F
Model/Series:	7GCAA	Engines:	1 Reciprocating
Operator:	Cinco de Flyo, LLC	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-320-B2B
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	SMQ, 105 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Overcast / 2900 ft agl
Condition of Light:	Dusk	Wind Speed/Gusts, Direction:	5 knots, 110°
Temperature:	5° C / 2° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bedminster, NJ (SMQ)	Destination:	Bedminster, NJ (SMQ)

Airport Information

Airport:	Somerset Airport (SMQ)	Runway Surface Type:	Asphalt
Runway Used:	30	Runway Surface Condition:	Dry
Runway Length/Width:	2733 ft / 65 ft		

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Brian C Rayner	Adopted Date:	02/14/2013
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=83025		

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.