



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Ashland, VA	<b>Accident Number:</b>	GAA18CA228
<b>Date &amp; Time:</b>	04/17/2018, 0930 EDT	<b>Registration:</b>	N404TA
<b>Aircraft:</b>	COSTRUZIONI AERONAUTICHE TECNA P92 EAGLET	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

The flight instructor reported that, while the airplane was in the landing flare for a touch-and-go landing, the student pilot allowed the airspeed to become too low, and he instructed the student to perform a go around. The student applied full power and retracted the flaps, but the airplane continued to descend, so the instructor "got on the controls with him."

During the go-around, the airplane touched down on the runway hard, bounced, and the instructor reported hearing a "ping" and observed that the right main landing gear was no longer attached. The instructor continued the go-around and entered the traffic pattern; during the approach, he observed the right main landing gear laying on the right side of the runway. He landed the airplane and it veered to the right off of the runway.

The airplane sustained substantial damage to the fuselage.

The flight instructor reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation station located on the airport reported that, about 36 minutes before the accident, the wind was from 250° at 9 knots. The airplane landed on runway 34.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The student pilot's improper landing flare and the flight instructor's delayed remedial action, which resulted in a hard landing.

## Findings

<b>Aircraft</b>	Landing flare - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Student pilot (Cause)
	Aircraft control - Instructor/check pilot (Cause)
	Delayed action - Instructor/check pilot (Cause)
<b>Environmental issues</b>	Crosswind - Effect on operation

## Factual Information

### History of Flight

Landing	Hard landing (Defining event) Landing gear collapse
Landing-flare/touchdown	Attempted remediation/recovery
Landing	Part(s) separation from AC

### Flight Instructor Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	43, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last FAA Medical Exam:	03/22/2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	07/11/2017
Flight Time:	(Estimated) 2412 hours (Total, all aircraft), 78 hours (Total, this make and model), 2224 hours (Pilot In Command, all aircraft), 140 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Student Pilot Information

Certificate:	Student	Age:	37, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last FAA Medical Exam:	03/22/2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 26 hours (Total, all aircraft), 13 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 13 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

Aircraft Make:	COSTRUZIONI AERONAUTICHE TECNA	Registration:	N404TA
Model/Series:	P92 EAGLET NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2010	Amateur Built:	No
Airworthiness Certificate:	Special Light-Sport	Serial Number:	1327
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	02/09/2018, 100 Hour	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2075.1 Hours at time of accident	Engine Manufacturer:	Rotax
ELT:	C91A installed, not activated	Engine Model/Series:	912ULS
Registered Owner:	HEART OF VIRGINIA AVIATION INC	Rated Power:	100 hp
Operator:	HEART OF VIRGINIA AVIATION INC	Operating Certificate(s) Held:	Pilot School (141)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KOFP, 205 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1254 UTC	Direction from Accident Site:	92°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Overcast / 7000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	6°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ashland, VA (OFP)	Type of Flight Plan Filed:	None
Destination:	Ashland, VA (OFP)	Type of Clearance:	None
Departure Time:	0845 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	HANOVER COUNTY MUNI (OFP)	Runway Surface Type:	Asphalt
Airport Elevation:	206 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	5402 ft / 100 ft	VFR Approach/Landing:	Go Around; Touch and Go; Traffic Pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	37.708056, -77.436389 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kathryn R Benhoff	<b>Report Date:</b>	09/10/2018
<b>Additional Participating Persons:</b>	Joe Lewis; FAA; Richmond, VA		
<b>Publish Date:</b>	09/10/2018		
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97100">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97100</a>		

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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](#).