



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Albuquerque, NM	<b>Accident Number:</b>	GAA18CA436
<b>Date &amp; Time:</b>	07/24/2018, 0737 MDT	<b>Registration:</b>	N824PB
<b>Aircraft:</b>	AIRBORNE WINDSPORTS PTY LTD EDGE XT-912-L	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

---

## Analysis

The pilot of the weight-shift-control aircraft reported that, during a flight review, while practicing touch-and-go landings, the flight instructor and pilot were both on the flight controls to allow the pilot to mirror the instructor's movements. During the landing flare, the pilot felt the airspeed was too high, and the aircraft touched down and veered left. The instructor and pilot both tried to bring the aircraft under control, but the aircraft began to "waddle" and came to rest on its right side.

The instructor reported that, during the flight, he observed the pilot was tense and uncomfortable and during the first landing, the airspeed was too low. He instructed him to increase the airspeed and to practice stabilized approaches. During the accident landing roll, the aircraft was not aligned with the center of the runway and heading left. The pilot corrected to the right but then turned back to the left. The aircraft came to rest on its right side.

The weight-shift-control aircraft sustained substantial damage to the fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the weight-shift-control aircraft that would have precluded normal operation.

The automated weather observation station located on the airport reported that, about 13 minutes after the accident, the wind was from 20° at 8 knots. The weight-shift-control aircraft landed on runway 35.

## Probable Cause and Findings

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

The pilot's failure to maintain directional control during landing.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Crosswind - Effect on operation

## Factual Information

### History of Flight

<b>Landing</b>	Loss of control on ground (Defining event) Attempted remediation/recovery
----------------	--

### Pilot Information

<b>Certificate:</b>	Sport Pilot	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Sport Pilot	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated)		

### Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Sport Pilot	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Sport Pilot	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Sport Pilot	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AIRBORNE WINDSPORTS PTY LTD	<b>Registration:</b>	N824PB
<b>Model/Series:</b>	EDGE XT-912-L	<b>Aircraft Category:</b>	Weight-Shift
<b>Year of Manufacture:</b>	2015	<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Special Light-Sport	<b>Serial Number:</b>	XT-912-0462
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>		<b>Engine Model/Series:</b>	912UL
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KAEG, 5837 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	1350 UTC	<b>Direction from Accident Site:</b>	116°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 Miles
<b>Lowest Ceiling:</b>	Broken / 13000 ft agl	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	20°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.43 inches Hg	<b>Temperature/Dew Point:</b>	21° C / 14° C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Albuquerque, NM (AEG)	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	Albuquerque, NM (AEG)	<b>Type of Clearance:</b>	Unknown
<b>Departure Time:</b>	MDT	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	DOUBLE EAGLE II (AEG)	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5837 ft	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	35	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5993 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full Stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious, 1 Minor	<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>	1 Serious, 1 Minor	<b>Latitude, Longitude:</b>	35.146667, -106.799167 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kathryn R Benhoff	<b>Report Date:</b>	03/18/2019
<b>Additional Participating Persons:</b>	Ken Hand; FAA; Albuquerque, NM		
<b>Publish Date:</b>	03/18/2019		
<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=97875">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97875</a>		

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](#).