



National Transportation Safety Board Aviation Accident Data Summary

Location:	Albuquerque, NM	Accident Number:	GAA18CA436
Date & Time:	07/24/2018, 0737 MDT	Registration:	N824PB
Aircraft:	AIRBORNE WINDSPORTS PTY LTD EDGE XT-912-L	Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	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.

Flight Events

Landing - Loss of control on ground
Landing - Attempted remediation/recovery

Probable Cause

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

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Environmental issues-Conditions/weather/phenomena-Wind-Crosswind-Effect on operation

Pilot Information

Certificate:	Sport Pilot	Age:	41
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated)		

Flight Instructor Information

Certificate:	Flight Instructor; Sport Pilot	Age:	43
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	Sport Pilot
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	AIRBORNE WINDSPORTS PTY LTD	Registration:	N824PB
Model/Series:	EDGE XT-912-L	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Rotax
Operating Certificate(s) Held:	None	Engine Model/Series:	912UL
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KAEG, 5837 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 13000 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 20°
Temperature:	21°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Albuquerque, NM (AEG)	Destination:	Albuquerque, NM (AEG)

Airport Information

Airport:	DOUBLE EAGLE II (AEG)	Runway Surface Type:	Asphalt
Runway Used:	35	Runway Surface Condition:	Dry
Runway Length/Width:	5993 ft / 100 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
Latitude, Longitude:	35.146667, -106.799167 (est)		

Administrative Information

Investigator In Charge (IIC):	Kathryn R Benhoff	Adopted Date:	03/18/2019
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=97875		

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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.