



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Thompson Falls, MT	<b>Accident Number:</b>	GAA19CA475
<b>Date &amp; Time:</b>	07/30/2019, 0915 MDT	<b>Registration:</b>	N4829W
<b>Aircraft:</b>	Avid AVID MARK IV	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

---

## Analysis

The student pilot reported that, during landing on a private grass airstrip, the airplane bounced hard, so he added power to stabilize it before continuing the landing. However, the airplane was nearing the end of the airstrip, so he added full power. The instructor stated that he initially assumed the student was performing a go-around, although they had not previously discussed the procedure. As the airplane continued toward the end of the airstrip, the student did not conduct a go-around, so the instructor took control of the airplane and initiated a go-around, but about 15 ft above ground level (agl), the airplane impacted trees beyond the end of the runway, spun, and stopped in the trees about 4 ft agl. The airplane sustained substantial damage to the fuselage and both wings. The instructor reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation and recommended that the student should have had more practice at a conventional airport before practicing at a private airstrip with restricted maneuvering space.

## Probable Cause and Findings

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

The student pilot's failure to go-around after a hard, bounced landing and the flight instructor's delayed remedial action, which resulted in a collision with trees at the departure end of the runway.

## Findings

---

<b>Personnel issues</b>	Delayed action - Instructor/check pilot (Cause) Lack of action - Student pilot (Cause)
<b>Environmental issues</b>	Tree(s) - Effect on operation (Cause)

## Factual Information

### History of Flight

Landing	Abnormal runway contact Hard landing (Defining event)
Approach-VFR go-around	Collision with terr/obj (non-CFIT)

### Student Pilot Information

Certificate:	None	Age:	69, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 43 hours (Total, all aircraft), 2.7 hours (Last 90 days, all aircraft), 1.3 hours (Last 30 days, all aircraft), 0.1 hours (Last 24 hours, all aircraft)		

### Flight Instructor Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	67, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	01/14/2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	08/04/2018
Flight Time:	(Estimated) 8941 hours (Total, all aircraft), 6 hours (Total, this make and model), 8650 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Avid	Registration:	N4829W
Model/Series:	AVID MARK IV No Series	Aircraft Category:	Airplane
Year of Manufacture:	1996	Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	1541-D
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Condition	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Jabiru
ELT:	C91A installed, activated, did not aid in locating accident	Engine Model/Series:	2200
Registered Owner:	On file	Rated Power:	85 hp
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KMLP, 6074 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1453 UTC	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	16° C / 2° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Thompson Falls, MT	Type of Flight Plan Filed:	None
Destination:	Thompson Falls, MT	Type of Clearance:	None
Departure Time:	0905 MDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	47.776667, -115.476111 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kathryn R Benhoff	<b>Report Date:</b>	05/21/2020
<b>Additional Participating Persons:</b>	Luke Watters; FAA; Helena, MT		
<b>Publish Date:</b>	05/21/2020		
<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=99978">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=99978</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](#).