



# Aviation Investigation Final Report

<b>Location:</b>	Carson City, Nevada	<b>Accident Number:</b>	GAA19CA036
<b>Date &amp; Time:</b>	October 25, 2018, 10:30 Local	<b>Registration:</b>	N288SL
<b>Aircraft:</b>	Airplane Factory Sport Light	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The student pilot reported that, during his second solo flight, while performing a touch and go, the airplane landed "very" hard and bounced twice before he initiated a go-around. During the subsequent base turn, he felt that the rudder pedals were not reacting to his commands, and he "sensed" that the landing gear had been damaged during the landing. Immediately after the nosewheel touched down, the airplane veered right and exited the runway.

The airplane sustained substantial damage to the engine mount.

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

## 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, which resulted in a hard landing.

## Findings

<b>Aircraft</b>	Landing flare - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Student/instructed pilot

## Factual Information

### History of Flight

<b>Landing</b>	Hard landing (Defining event)
<b>Landing</b>	Loss of control on ground
<b>Landing</b>	Runway excursion

### Student pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<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) 49 hours (Total, all aircraft), 40 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Airplane Factory	<b>Registration:</b>	N288SL
<b>Model/Series:</b>	Sport Light	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2014	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Special light-sport (Special)	<b>Serial Number:</b>	176
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 1, 2018 100 hour	<b>Certified Max Gross Wt.:</b>	1320 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1672 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	912 IS
<b>Registered Owner:</b>		<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KCXP,4699 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	17:35 Local	<b>Direction from Accident Site:</b>	170°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	9 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.29 inches Hg	<b>Temperature/Dew Point:</b>	12°C / -6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Carson City, NV (CXP )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Carson City, NV (CXP )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CARSON CXP	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4704 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6101 ft / 75 ft	<b>VFR Approach/Landing:</b>	Precautionary landing;Touch and go;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	39.192779,-119.735275(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Aaron Southerland; FAA; Reno, NV
<b>Original Publish Date:</b>	April 8, 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="https://data.nts.gov/Docket?ProjectID=98546">https://data.nts.gov/Docket?ProjectID=98546</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](#).