



Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | Naples, Florida | Accident Number: | GAA18CA261 |
| Date & Time: | May 7, 2018, 15:30 Local | Registration: | N699ZA |
| Aircraft: | ZENAIR LTD CH 2000 | Aircraft Damage: | Substantial |
| Defining Event: | Abnormal runway contact | Injuries: | 1 Minor |
| Flight Conducted Under: | Part 91: General aviation - Instructional | | |

Analysis

The solo student pilot reported that, during landing, the airplane bounced. She added that she was surprised and attempted to correct by getting back into ground effect, but the airplane bounced a again. During the third bounce, the propeller struck the runway, and the nose landing gear collapsed.

The airplane sustained substantial damage to the fuselage and engine mounts.

The automated weather observation station located on the airport reported that, about the time of the accident, the wind was from 280° at 13 knots. The airplane landed on runway 23.

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 bounced landing.

Findings

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| Aircraft | Landing flare - Not attained/maintained |
| Personnel issues | Aircraft control - Student/instructed pilot |
| Environmental issues | Crosswind - Effect on operation |

Factual Information

History of Flight

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| Landing | Abnormal runway contact (Defining event) |
| Landing | Attempted remediation/recovery |
| Landing | Landing gear collapse |

Pilot Information

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|---------------------------|---|-----------------------------------|---------------|
| Certificate: | Student | Age: | 18,Female |
| Airplane Rating(s): | None | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | 3-point |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 1 With waivers/limitations | Last FAA Medical Exam: | June 26, 2017 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | (Estimated) 124.5 hours (Total, all aircraft), 107.6 hours (Total, this make and model), 24.6 hours (Pilot In Command, all aircraft), 124.5 hours (Last 90 days, all aircraft), 124.5 hours (Last 30 days, all aircraft), 124.5 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--------------------------------|--------------------------------|--------------------|
| Aircraft Make: | ZENAIR LTD | Registration: | N699ZA |
| Model/Series: | CH 2000 UNDESIGNAT | Aircraft Category: | Airplane |
| Year of Manufacture: | 2002 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 20-0064 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | April 7, 2018 100 hour | Certified Max Gross Wt.: | 1692 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2552 Hrs as of last inspection | Engine Manufacturer: | Lycoming |
| ELT: | Installed | Engine Model/Series: | O-235-N2C |
| Registered Owner: | | Rated Power: | 116 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | Pilot school (141) |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KAPF,9 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 19:34 Local | Direction from Accident Site: | 243° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 13 knots / | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | 280° | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | 29.93 inches Hg | Temperature/Dew Point: | 29°C / 22°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Immokalee, FL (IMM) | Type of Flight Plan Filed: | None |
| Destination: | Naples, FL (APF) | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | Class D |

Airport Information

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|-----------------------------|------------------|----------------------------------|---------------------------|
| Airport: | NAPLES MUNI APF | Runway Surface Type: | Asphalt |
| Airport Elevation: | 8 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 23 | IFR Approach: | None |
| Runway Length/Width: | 6600 ft / 150 ft | VFR Approach/Landing: | Full stop;Traffic pattern |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|---------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor | Latitude, Longitude: | 26.156944,-81.770835(est) |

Administrative Information

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| Investigator In Charge (IIC): | Benhoff, Kathryn |
| Additional Participating Persons: | Luis Vanga; FAA; Miramar, FL |
| Original Publish Date: | October 24, 2018 |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=97204 |

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](#).