



Aviation Investigation Final Report

Location:	Las Animas, Colorado	Accident Number:	CEN23LA082
Date & Time:	January 14, 2023, 11:15 Local	Registration:	N9393H
Aircraft:	Cessna 182R	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The airplane was on a visual approach for landing during an instructional flight when the stall warning sounded as it approached the runway threshold. The flight instructor told the student pilot to add engine power to avoid a hard landing. She added engine power, the airplane veered left, and then bounced on the runway while the stall warning continued to sound. The flight instructor then told her to add full engine power. She added full engine power and the airplane continued to veer left and did not climb. The airplane settled into a field adjacent to the runway and sustained substantial damage to the left horizontal stabilizer.

The application of engine power at a low airspeed would have necessitated greater control input to counter torque effects from the added power. The stall warning annunciation during the approach to landing was consistent with an unstabilized approach, during which an immediate go-around should have been instructed to the student pilot or performed by the flight instructor.

The flight instructor stated that the airplane should have attained a climb rate and attributed the lack of climb rate to an engine problem. The student pilot, however, attributed the lack of airplane climb rate to its low airspeed and high angle of attack during the go-around.

A postaccident engine examination and engine run revealed no preaccident mechanical failures or malfunctions with the engine 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 loss of control during approach for landing and the flight instructor's inadequate supervision of the approach and delay in ensuring a go-around was performed at the onset of a stall warning.

Findings

Aircraft	(general) - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot
Personnel issues	Lack of action - Instructor/check pilot
Personnel issues	Delayed action - Instructor/check pilot
Aircraft	Airspeed - Not attained/maintained

Factual Information

History of Flight

Approach-VFR pattern final	Stall warn/stick-shaker/pusher
Approach-VFR pattern final	Attempted remediation/recovery
Approach-VFR pattern final	Loss of control in flight (Defining event)
Initial climb	Loss of control in flight
Landing	Collision with terr/obj (non-CFIT)

On January 14, 2023, at 1115 mountain standard time, a Cessna 182R, N9393H, was substantially damaged when it was involved in an accident near Las Animas, Colorado. The flight instructor, student pilot, and a passenger were uninjured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 instructional flight.

The airplane was on a turn to the final approach leg for a visual approach and landing at the destination airport, when the flight instructor told the student pilot to watch out for several powerlines left of the airplane. He thought that it startled the student pilot because she began to increase airplane pitch. He then told her that she pitched up too high and to reduce pitch and add some engine power. As the airplane approached the runway threshold, the stall warning horn began to sound and, as the airplane crossed over the runway numbers, he told her to add more engine power to avoid a hard landing. She added engine power, the airplane veered left, and then bounced on the runway while the stall warning continued to sound. He then told her to add full engine power. She added full engine power and the airplane continued to veer left and did not climb. The airplane was airborne when it hit a 4-foot-high fence and then settled into a field adjacent to the runway. The airplane sustained substantial damage that included damage to the left horizontal stabilizer.

The flight instructor stated that the airplane should have attained a climb rate and attributed the lack of climb rate to an engine problem. The student pilot, however, attributed the lack of airplane climb rate to its low airspeed and high angle of attack during the go-around.

A postaccident engine examination and engine run revealed no preaccident mechanical failures or malfunctions with the engine that would have precluded normal operation.

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	67,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	February 26, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 22, 2021
Flight Time:	3841 hours (Total, all aircraft), 2172 hours (Total, this make and model), 3666 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Student	Age:	48,Female
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	February 5, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	85 hours (Total, all aircraft), 85 hours (Total, this make and model), 10 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9393H
Model/Series:	182R	Aircraft Category:	Airplane
Year of Manufacture:	1981	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18267942
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 23, 2022 100 hour	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2139 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-U
Registered Owner:	C&C SPECIALTY INC	Rated Power:	230 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LHX,4229 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	11:30 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	8°C / -6°C
Precipitation and Obscuration:			
Departure Point:	Pueblo, CO (PUB)	Type of Flight Plan Filed:	VFR
Destination:	Las Animas, CO	Type of Clearance:	None
Departure Time:	10:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	Bent County Airport 7V9	Runway Surface Type:	Asphalt
Airport Elevation:	3915 ft msl	Runway Surface Condition:	Rough
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	3870 ft / 40 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	38.054028,-103.23847(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Derek Smith; FAA FSDO; Denver, CO
Original Publish Date:	March 28, 2024
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=106585

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).