



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Livermore, California	<b>Accident Number:</b>	WPR24LA163
<b>Date &amp; Time:</b>	May 25, 2024, 09:53 Local	<b>Registration:</b>	N6003F
<b>Aircraft:</b>	CESSNA AIRCRAFT CO 162	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The flight instructor of the airplane reported that, during the landing flare, the student pilot flared too high. The flight instructor directed the student pilot to initiate a go-around. The student pilot raised the airplane's nose but did not advance the throttle to takeoff power. The flight instructor assumed control of the airplane, applied full power, and retracted the flaps to 25°. Subsequently, the airplane aerodynamically stalled and impacted the runway surface, which resulted in substantial damage to the right wing and empennage.

The flight instructor 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 flight instructor's delayed remedial action, which resulted in an aerodynamic stall and abnormal contact with the runway. Contributing to the accident was the student pilot's improper landing flare and go-around.

## Findings

<b>Personnel issues</b>	Aircraft control - Student/instructed pilot
<b>Personnel issues</b>	Delayed action - Instructor/check pilot
<b>Aircraft</b>	Angle of attack - Capability exceeded

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Hard landing (Defining event)
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### Pilot Information

<b>Certificate:</b>	Flight instructor	<b>Age:</b>	34,Female
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	January 23, 2020
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 7, 2023
<b>Flight Time:</b>	(Estimated) 1208.8 hours (Total, all aircraft), 28.4 hours (Total, this make and model), 1128.5 hours (Pilot In Command, all aircraft), 253.3 hours (Last 90 days, all aircraft), 91.7 hours (Last 30 days, all aircraft), 1.9 hours (Last 24 hours, all aircraft)		

### Pilot Information

<b>Certificate:</b>	None	<b>Age:</b>	23,Female
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	None None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5.8 hours (Total, all aircraft), 5.8 hours (Total, this make and model), 5.8 hours (Last 90 days, all aircraft), 5.8 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA AIRCRAFT CO	<b>Registration:</b>	N6003F
<b>Model/Series:</b>	162	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2011	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Special light-sport (Special)	<b>Serial Number:</b>	16200125
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	October 7, 2023 Annual	<b>Certified Max Gross Wt.:</b>	1324 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	482.5 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	O-200-D
<b>Registered Owner:</b>	IONAJ INC	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	IONAJ INC	<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>	KLVK, 399 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	09:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 1500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 1500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / Unknown
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / Unknown
<b>Altimeter Setting:</b>	30.01 inches Hg	<b>Temperature/Dew Point:</b>	14°C / 10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Livermore, CA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Livermore, CA	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	Livermore Municipal Airport LVK	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	399 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	25L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2699 ft / 75 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	37.693389,-121.82036(est)

## Administrative Information

**Investigator In Charge (IIC):** Whitaker, Kathryn

**Additional Participating Persons:** Benjamin Brillo; FAA; Oakland, CA

**Original Publish Date:** July 25, 2024

**Last Revision Date:**

**Investigation Class:** [Class 4](#)

**Note:** The NTSB did not travel to the scene of this accident.

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=194325>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).