



Aviation Investigation Final Report

Location:	Church Hill, Maryland	Accident Number:	ERA23LA149
Date & Time:	March 12, 2023, 14:30 Local	Registration:	N562TU
Aircraft:	Costruzioni Aeronautiche Tecna P92	Aircraft Damage:	Substantial
Defining Event:	Attempted remediation/recovery	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor reported that his student began the transition to flare on a normal, full stop landing. During the flare, the airplane's nose yawed to the left. The instructor added right rudder to correct; however, the left wing pitched up. The instructor attempted to correct by applying left aileron to level the wings. He encountered resistance from the student's flight control inputs, and the airplane touched down on the right main gear, putting a side load on it. The instructor announced that he had taken control of the airplane and initiated a go-around. The pitch trim was set to full nose up, and the instructor could not reduce the trim forces since the trim switch was set to the student's side. The airplane pitched up and out of ground effect, and the right wing stalled and struck the ground, resulting in the nose and left wing also striking the ground. There were no injuries. An inspector with the Federal Aviation Administration examined the wreckage and determined that the damage to the fuselage and both wings was substantial. The flight instructor reported that there were no preaccident mechanical malfunctions or failures 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 failure to maintain airplane control during the landing attempt and the flight instructor's inadequate remedial action.

Findings

Aircraft	Lateral/bank control - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot
Personnel issues	Delayed action - Instructor/check pilot

Factual Information

History of Flight

Landing	Abnormal runway contact
Landing-aborted after touchdown	Attempted remediation/recovery (Defining event)

Flight instructor Information

Certificate:	Flight instructor; Private	Age:	65,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Unknown	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 20, 2022
Flight Time:	1381 hours (Total, all aircraft), 172 hours (Total, this make and model), 1303 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft)		

Student pilot Information

Certificate:	None	Age:	42,Male
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:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	5 hours (Total, all aircraft), 5 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Costruzioni Aeronautiche Tecna	Registration:	N562TU
Model/Series:	P92 Eaglet	Aircraft Category:	Airplane
Year of Manufacture:	2017	Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	1562
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	February 22, 2023 100 hour	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	70 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1280 Hrs as of last inspection	Engine Manufacturer:	Rotax
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	912UL52-01
Registered Owner:	PT Aviation LLC	Rated Power:	100
Operator:	Chesapeake Sport Pilot	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KESN, 72 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	14:45 Local	Direction from Accident Site:	205°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	7°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Stevensville, MD (W29)	Type of Flight Plan Filed:	None
Destination:	Church Hill, MD	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Myles Landing 27MD	Runway Surface Type:	Asphalt
Airport Elevation:	70 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	3250 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.098375,-75.895215(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	Luis Castro; FAA/FSDO; Baltimore, MD
Original Publish Date:	June 23, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106872

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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](#).