



# Aviation Investigation Final Report

<b>Location:</b>	Glendale, Arizona	<b>Accident Number:</b>	WPR23LA169
<b>Date &amp; Time:</b>	April 26, 2023, 18:00 Local	<b>Registration:</b>	N76GX
<b>Aircraft:</b>	REMOS ACFT GMBH FLUGZEUGBAU REMOS GX	<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 reported that, during a practice power-off landing with a student pilot at the controls, he recommended using flaps to provide some additional lift to the airplane as it approached the runway. The airplane rapidly lost airspeed and lift, and subsequently landed hard. The student pilot applied full power with the intention of executing a go-around. The flight instructor then took control and promptly pulled the throttle, because he believed the propellor struck the runway. The airplane veered to the right and subsequently collided with terrain, resulting in substantial damage to the fuselage. 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 improper landing flare, which resulted in a hard landing and the flight instructor's delayed remedial action.

## Findings

<b>Personnel issues</b>	Aircraft control - Student/instructed pilot
<b>Aircraft</b>	Landing flare - Not attained/maintained
<b>Personnel issues</b>	Incorrect action performance - Student/instructed pilot
<b>Personnel issues</b>	Delayed action - Instructor/check pilot

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Hard landing (Defining event)
<b>Landing-aborted after touchdown</b>	Collision during takeoff/land

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	March 17, 2020
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	528 hours (Total, all aircraft), 191 hours (Total, this make and model), 461 hours (Pilot In Command, all aircraft), 91 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Student pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	November 8, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	300 hours (Total, all aircraft), 11 hours (Total, this make and model), 191 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	REMOS ACFT GMBH FLUGZEUGBAU	<b>Registration:</b>	N76GX
<b>Model/Series:</b>	REMOS GX	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2008	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Special light-sport (Special)	<b>Serial Number:</b>	279
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 7, 2023 Annual	<b>Certified Max Gross Wt.:</b>	1320 lbs
<b>Time Since Last Inspection:</b>	68 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	477 Hrs	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	C91A installed	<b>Engine Model/Series:</b>	912ULS
<b>Registered Owner:</b>	CROUGHWELL EDMOND H	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	Eagle Sport LLC	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	Fly Eagle Sport	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KGEU,1066 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	17:58 Local	<b>Direction from Accident Site:</b>	24°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.79 inches Hg	<b>Temperature/Dew Point:</b>	31°C / -6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Glendale , AZ	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Glendale , AZ	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	GLENDALÉ MUNI GEU	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1071 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	1	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7150 ft / 100 ft	<b>VFR Approach/Landing:</b>	Go around;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	33.52545,-112.29584

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Rho, Paul
<b>Additional Participating Persons:</b>	Kevin A. Whitlock; FAA; Scottsdale , AZ
<b>Original Publish Date:</b>	September 8, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=107156">https://data.nts.gov/Docket?ProjectID=107156</a>

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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](#).