



Aviation Investigation Factual Report

Location:	Glendale, Arizona	Accident Number:	WPR23LA169
Date & Time:	April 26, 2023, 18:00 Local	Registration:	N76GX
Aircraft:	REMOS ACFT GMBH FLUGZEUGBAU REMOS GX	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	29, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	March 17, 2020
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	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

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	November 8, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	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

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

Meteorological Information and Flight Plan

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

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Rho, Paul
Additional Participating Persons:	Kevin A. Whitlock; FAA; Scottsdale , AZ
Report Date:	
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=107156

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](#).