



# Aviation Investigation Final Report

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<b>Location:</b>	Fillmore, Utah	<b>Accident Number:</b>	WPR20CA305
<b>Date &amp; Time:</b>	September 11, 2020, 09:00 Local	<b>Registration:</b>	N802CT
<b>Aircraft:</b>	Diamond DA20	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

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## Analysis

The student pilot reported that, after completing a normal approach, the airplane touched down nose gear first and the airplane bounced. The airplane continued to bounce down the runway and the pilot elected to abort the landing. He applied full engine power and the airplane again became airborne and veered off the left side of the runway. The pilot attempted to maneuver the airplane to the right, however the airplane descended onto the uneven dirt surface on the right side of the runway. The right main landing gear separated from the airplane and the lower fuselage was substantially damaged. The student pilot 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 and delayed remedial action to abort the landing, which resulted in a loss of aircraft control, runway excursion and impact with terrain.

## Findings

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<b>Personnel issues</b>	Decision making/judgment - Student/instructed pilot
<b>Personnel issues</b>	Aircraft control - Student/instructed pilot
<b>Aircraft</b>	Landing flare - Not attained/maintained
<b>Personnel issues</b>	Delayed action - Student/instructed pilot

## Factual Information

### History of Flight

<b>Landing</b>	Hard landing (Defining event)
<b>Landing-aborted after touchdown</b>	Attempted remediation/recovery

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	June 12, 2020
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 56.2 hours (Total, all aircraft), 50 hours (Total, this make and model), 9.1 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Diamond	<b>Registration:</b>	N802CT
<b>Model/Series:</b>	DA20 C1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2000	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	C0102
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 4, 2020 100 hour	<b>Certified Max Gross Wt.:</b>	1764 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6577.4 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	IO-240-B
<b>Registered Owner:</b>	802CT Aircraft Leasing Llc	<b>Rated Power:</b>	125 Horsepower
<b>Operator:</b>	Platinum Aviation	<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>	KU24,4639 ft msl	<b>Distance from Accident Site:</b>	24 Nautical Miles
<b>Observation Time:</b>	15:55 Local	<b>Direction from Accident Site:</b>	336°
<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>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.28 inches Hg	<b>Temperature/Dew Point:</b>	15°C / -6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Delta, UT (DTA)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Fillmore, UT (FOM)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Fillmore Muni FOM	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4984 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	04	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5040 ft / 75 ft	<b>VFR Approach/Landing:</b>	Forced landing;Go around;Stop and go;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.958057,-112.36305(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	Eric McRae; FAA; Salt Lake City , UT
<b>Original Publish Date:</b>	August 31, 2021
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=101971">https://data.nts.gov/Docket?ProjectID=101971</a>

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