



Aviation Investigation Final Report

Location:	West Jordan, Utah	Accident Number:	DEN04LA090
Date & Time:	June 14, 2004, 08:40 Local	Registration:	N8502F
Aircraft:	Aircraft Mfg & Dev. Co. (AMD) Aleros CH 2000	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot was demonstrating his first series of solo take-offs and landings to, and was under the supervision of, his instructor. The first two takeoffs and landings were without incident. On the third landing, the airplane bounced and he aborted the landing. On the fourth landing attempt, the airplane was at low altitude and high airspeed. The airplane landed hard, crushing the nose gear aft. The propeller was bent and the firewall was buckled.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper flare which resulted in a hard landing. Contributing factors were the low altitude and high airspeed, resulting in an unstabilized approach.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (F) ALTITUDE - LOW - PILOT IN COMMAND
 2. (F) AIRSPEED - HIGH - PILOT IN COMMAND
 3. (C) FLARE - IMPROPER - PILOT IN COMMAND
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Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

On June 14, 2004, approximately 0840 mountain daylight time, an Aircraft Manufacturing and Development Company Aleros CH 2000, N8502F, registered to and operated by Salt Lake Community College, was substantially damaged during a hard landing at Salt Lake City Municipal 2 Airport (U42), West Jordan, Utah. The student pilot, the sole occupant on board, was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the local training flight being conducted under Title 14 CFR Part 91. The flight originated at Salt Lake City International Airport, Salt Lake City, Utah, approximately 0705.

According to his accident report, the pilot said he was demonstrating his first series of solo take-offs and landings to his instructor. The first two takeoffs and landings were without incident. On the third landing, the airplane bounced and he aborted the landing. On the fourth landing attempt, the airplane was at low altitude and high airspeed. The airplane landed hard, crushing the nose gear aft. The propeller was bent and the firewall was buckled.

Pilot Information

Certificate:	Student	Age:	50, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	December 4, 2003
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	26 hours (Total, all aircraft), 26 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aircraft Mfg & Dev. Co. (AMD)	Registration:	N8502F
Model/Series:	Aleros CH 2000	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	20-1001
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	May 21, 2004 Annual	Certified Max Gross Wt.:	1692 lbs
Time Since Last Inspection:	11 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1355 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-N2C
Registered Owner:	Salt Lake Community College	Rated Power:	116 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SLC,4227 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	08:56 Local	Direction from Accident Site:	184°
Lowest Cloud Condition:	Few / 13000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	15°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	West Jordan, UT (U42)	Type of Flight Plan Filed:	None
Destination:	West Jordan, UT (U42)	Type of Clearance:	None
Departure Time:	07:05 Local	Type of Airspace:	Class C

Airport Information

Airport:	Salt Lake City Municipal 2 U42	Runway Surface Type:	Asphalt
Airport Elevation:	4603 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	5860 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.619445,-111.992774

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	James E Gilchrist; FAA Flight Standards District Office; Salt Lake City, UT
Original Publish Date:	September 29, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=59462

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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](#).