



Aviation Investigation Final Report

Location:	Burlington, North Carolina	Accident Number:	CHI08LA106
Date & Time:	April 10, 2008, 10:30 Local	Registration:	N50631
Aircraft:	Fantasy Air Allegro	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The Student Pilot reported that they were practicing a short field landing and that during the flare, the aircraft rose to about ten feet above the ground and then stalled. He attempted to go around by adding power, but the airplane dropped to the runway which cracked the left landing gear resulting in substantial damage. There were no reported problems with the Light Sport Aircraft.

Probable Cause and Findings

Findings

Personnel issues	Aircraft control - Student/instructed pilot
Personnel issues	Aircraft control - Student/instructed pilot

Factual Information

History of Flight

On April 10, 2008, at 10:30 a.m., a Fantasy Air, Allegro 2000 Light Sport Aircraft, N50631, was substantially damaged during a hard landing at Burlington-Alamance Regional Airport (KBUY), Burlington, North Carolina. The pilot and flight instructor were not injured. Visual meteorological conditions prevailed and the 14 CFR Part 91 flight was not operating on a flight plan. The local flight had originated from KBUY at 10:15 a.m.

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Pilot Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied:
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present: Yes
Instructor Rating(s):	Toxicology Performed: No
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	Fantasy Air	Registration:	N50631
Model/Series:	Allegro 2000	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	March 25, 2008 100 hour	Certified Max Gross Wt.:	1232 lbs
Time Since Last Inspection:		Engines:	1
Airframe Total Time:	948 Hrs at time of accident	Engine Manufacturer:	
ELT:	Installed, not activated	Engine Model/Series:	
Registered Owner:	B-Bar-D Aviation, Inc.	Rated Power:	
Operator:	B-Bar-D Aviation, Inc.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	BURLINGTON, NC	Type of Flight Plan Filed:	None
Destination:	BURLINGTON, NC	Type of Clearance:	
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Burlington-Alamance Regional A KBUY	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.092536,-79.438164

Administrative Information

Investigator In Charge (IIC): Dinwiddie, Carl
Additional Participating Persons: Richard M Litka; Greensboro, North Carolina

Original Publish Date: August 12, 2020

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=68225>

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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](#).