



Aviation Investigation Final Report

Location:	Soda Springs, Idaho	Accident Number:	WPR11CA323
Date & Time:	July 7, 2011, 13:00 Local	Registration:	N545N
Aircraft:	TL ULTRALIGHT SRO STINGSPORT	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

During a cross country flight, the student pilot diverted to an unfamiliar airport due to deteriorating weather conditions. The pilot elected to touch down long because of the presence of a road near the approach end of the runway. The pilot reported that he flared too aggressively and the airplane bounced, and yawed to the right. The pilot applied left rudder to try and correct the airplane's yaw, and the nose gear collapsed when the airplane touched down the second time. Subsequently, the airplane slid off the runway to the right, and the elevator was substantially damaged. The pilot reported that there were no preimpact mechanical malfunctions or failures with the airframe and engine that would have precluded normal flight.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper landing flare and failure to maintain directional control during the landing.

Findings

Personnel issues	Incorrect action performance - Student/instructed pilot
Aircraft	Landing flare - Incorrect use/operation
Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
Landing-landing roll	Landing gear collapse
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Student	Age:	58, 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:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	54 hours (Total, all aircraft), 11 hours (Total, this make and model), 15 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TL ULTRALIGHT SRO	Registration:	N545N
Model/Series:	STINGSPORT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	TLUSA123
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	July 6, 2011 Annual	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	365 Hrs at time of accident	Engine Manufacturer:	BOMBARDIER
ELT:	Installed, not activated	Engine Model/Series:	ROTAX (ALL)
Registered Owner:	AIRHAVEN INC	Rated Power:	100
Operator:	AIRHAVEN INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPIH,4452 ft msl	Distance from Accident Site:	43 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	290°
Lowest Cloud Condition:	Few / 8000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	306°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	30°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Gooding, ID (KGNG)	Type of Flight Plan Filed:	None
Destination:	Rocksprings, WY (KRKS)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	

Airport Information

Airport:	Allen H Tigert Airport U78	Runway Surface Type:	Asphalt
Airport Elevation:	5839 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	3500 ft / 50 ft	VFR Approach/Landing:	Straight-in

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:	42.592224,-111.575553(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jefferey
Additional Participating Persons:	Lewis Olson; Federal Aviation Administration; Salt Lake City, UT
Original Publish Date:	October 6, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=81086

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