



Aviation Investigation Final Report

Location:	Fresno, California	Accident Number:	WPR11CA478
Date & Time:	September 23, 2011, 10:30 Local	Registration:	N730FP
Aircraft:	FPNA LLC A-22 VALOR	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot made several landings with his flight instructor on board. The instructor then exited the airplane and signed the student pilot off for his first solo flight. Two landings were uneventful, but on the third landing, the airplane ballooned during the flare. The airplane then pitched over and landed hard on the nose. A postaccident examination determined that the firewall had buckled.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's improper flare.

Findings

Aircraft	Landing flare - Incorrect use/operation
Personnel issues	Incorrect action performance - Student/instructed pilot
Personnel issues	Aircraft control - Student/instructed pilot

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
--------------------------------	-------------------------------

Student pilot Information

Certificate:	Student	Age:	66, 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:	Sport pilot	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	12 hours (Total, all aircraft), 12 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	FPNA LLC	Registration:	N730FP
Model/Series:	A-22 VALOR	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	288
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	August 17, 2011 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	31 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	212 Hrs at time of accident	Engine Manufacturer:	ROTAX
ELT:	Installed, not activated	Engine Model/Series:	912ULS
Registered Owner:	CENTRAL VALLEY SPORTPLANES INC	Rated Power:	100 Horsepower
Operator:	CENTRAL VALLEY SPORTPLANES INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KFCH	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 8000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	31°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fresno, CA (FCH)	Type of Flight Plan Filed:	None
Destination:	Fresno, CA (FCH)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	

Airport Information

Airport:	Fresno Chandler Executive Airp FCH	Runway Surface Type:	Asphalt
Airport Elevation:	279 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	3630 ft / 75 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:	36.732223,-119.820274(est)

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	Bjorn Beijens; FAA FSDO; Fresno, CA
Original Publish Date:	February 6, 2012
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=82006

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](#).