



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Instructor Pilot Statement
CEN18CA080
Erie, Colorado
January 18, 2018

On January 18, 2017 I was flying with my student Art Pansing at Erie Municipal Airport (EIK). My goal was to confirm that Art was prepared for his second solo flight. We flew the pattern together and Art made seven proficient landings. None of the flights required intervention from me, and I was confident about Art flying solo.

Art dropped me off at the hangar and taxied to the runway. I drove to the FBO and observed Art from the aircraft parking area.

From the moment Art took off he seemed to have difficulty controlling the trike. The trike veered to the right of the runway centerline, and I heard the engine go to reduced power at a low altitude. Art seemed to regain control, he added power and climbed out. He was well to the right of the center line when he turned left crosswind, but on his crosswind and downwind the trike seemed to be flying normally.

On his first landing attempt the trike started oscillating left and right when it was about 100 feet AGL. As it got lower Art tried to flare, but the wings were not level, and it did not look like the trike was over the runway. Art added power to go around. It looked like a wing tip touched the ground, but Art did manage to climb out and go around.

On the second landing attempt, the trike behaved the same way. The approach looked fine until the trike was low, and then it started oscillating back and forth. Art continued down and started a flare anyway. It did not look like the trike was over the runway. When two or three feet above the ground I heard the engine go to full throttle. But the trike touched the ground with the wings very off-level. The ground contact caused the trike to roll to the side, and rotate nose down. The nose of the wing hit the ground and the trike flipped over. The trike came to rest at the intersection of two taxiways.

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