

Camille Pinckaers is a part 61 student pilot. Her personal minimums are set at a 5 knot crosswind and a 10 knot total wind component. To which the weather did not exceed on Monday, January 23rd, 2023. Therefore, the weather conditions not exceeding her minimums, the three well executed landings that we performed in the warmup leading up to the solo, and her physical and mental health being good is the reason as to why she was allowed to solo that day.

I arrived at the airport on Monday, January 23rd, 2023 at 7:30am (CT). I then looked at the radar, METAR, TAF, MOS, Winds Aloft Chart, as well as other resources. The weather was:

Weather:

METAR:

VFR

Wind: 220 @ 7 knots

Sky: CLR

Haze

Winds Aloft:

At TPA(traffic pattern altitude), 1,000' AGL (1,900' MSL): 260 @26 knots

ATIS:

Wind: 220 @ 5 knots

Vis: 7sm

Sky: CLR

Temp: -13

Dewpoint: -16

Altimeter: 29.95

Runway in use: 28L and 28R

*The weather conditions were well within the Student Pilots Personal Minimums

Due to the conditions being within the Student Pilot's minimums it was decided that the solo was able to be made. Camille arrived at the airport shortly after me. Upon her arrival the weather conditions were briefed to her, as well as the plan of action for the day. The plan of action being: We were to do a warm up, if all landings were executed with a stable and safe approach, on centerline, with a soft touchdown and correct control input on landing, fluent with communications, and all "Before Landing" protocols followed properly the student would be allowed to solo. Additionally, I asked Camille if she felt confident and safe to solo, to which she agreed she felt ready and confident to solo for the 3rd time. All of these stipulations were met, therefore after 2 well executed touch and go's and a well executed full stop landing the student taxied me back to the AV8 ramp to which I got out of the plane. The warm up was a .5 (half hour), and the student was instructed to have the plane back by around 10am. The student was

also instructed that she was able to solo until 10am but if she didn't feel confident, comfortable, was feeling any sort of fatigue or didn't feel good that she was able and should cease soloing and bring the aircraft back to the AV8 ramp.

Camille dropped me off at the AV8 ramp at approximately 8:45am. She then taxied to 28R at KFCM and proceeded to perform 4 very well executed landings. At approximately 9:58am Camille took off for her 5th solo lap in the pattern. Which was right traffic for runway 28R at KFCM. The approach on her 5th solo landing was really good, just as good as her previous 7 total landings that she had made that day. The airspeed appeared to be stable and safe on final, and she appeared to be on glide slope for runway 28R. Upon initial touchdown the student landed mildly firm on the main landing gear. The aircraft then appeared to bounce slightly. It then bounced a second time on the main gear, appearing to be losing energy and slowly beginning to settle onto runway 28R with $\frac{2}{3}$ of remaining runway. Therefore, roughly 2,000' to 1,500' of runway remaining. Camille thought that she had not sufficiently flared the nose of the aircraft, thinking that she had struck the nose wheel. She thought that she was porpoising. Remembering/referring back to her previous given instruction she recalled that porpoising can result in striking the propeller/nose on the pavement. Specifically on the third oscillation. Following the second main gear bounce, Camille became nervous and proceeded to attempt a go around. Which is the proper recovery and decision if she would have been porpoising. Or the correct decision for anytime you feel that the aircraft is not in a safe and stable position to land. Now while attempting to do the go around, it was the panic, compounding mistakes and improper execution of the go around that led to the accident. Upon adding full power, Camille didn't have the airspeed, which if she would have kept a lower angle of attack would have. The student pilot pitched up in an attitude that exceeded the critical angle of attack. Which therefore caused a low level stall. I believe the student had executed 4 nearly perfect solo landings leading up to her 5th solo landing, which caused complacency to set in, and I believe she wasn't prepared for a go around to be executed. Here is where the compounding a mistake with a mistake occurs. Upon stalling out she also did not maintain coordination with right rudder due to the left turning tendencies she then stalled out and steered left into the snow on the left side of 28R.

Camille has been instructed and educated in go around procedures, on the ground and in the aircraft. Not only executed them but did so very well and safely. She has been informed by myself, as well as a ground study course of the aerodynamics of an airplane and how go-around procedures are to be followed. Once again the weather conditions were well within the student pilots minimums. The student had demonstrated safe and well executed landings in her warmup for her 3rd solo within the pattern. As mentioned she had 2 previous solo flights in the pattern which were safe and performed well.

Due to compounding pilot errors and possible complacency, the student pilot had the proper recovery for what she thought was occurring with the aircraft. I believe due to anxiety and panic, the students execution of the recovery was improper, which once again led to a compound of pilot error.

This has been a learning experience. Some takeaways from this experience is the necessity to do go around procedures as frequently as possible and for them to be performed immediately prior to solo. Although stall recovery was covered early and frequently in Camille's training, the importance of revisiting proper stall recovery with minimum altitude lost should also frequently be visited, so that when a student is in the situation of having to actually recover with minimum altitude lost, these procedures feel easy to them and are muscle memory. I look forward to sharing with others what I have learned and how to mitigate the accident that occurred.

Total Time: 881.2

Total Dual Given: 598

Past Year: 435.1

Time PA28-181: 474.4

Time Past 90 Days: 113.1

Thank you,

Ryan Lust

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AV8 Flight School Instructor