

N343BZ Crash Written Statement

On November 28, 2018 at approximately 1430Z, I met with Dahval Doshi for a regularly scheduled flight lesson. We had cancelled the two previous lessons on the two prior days due to high winds.

We formulated our plan to head to Pickens County Airport (KJZP) as the winds were reporting 340 @ 10kts which was right down the runway. Skies were clear. We received the AWOS weather at 1537Z – reporting winds 340 @ 10, gusting 15, skies clear, ALT 30.13. We flew a visual approach coupled to the A/P for a straight in approach, touch and go, then left traffic and stay in the pattern.

We flew 6 subsequent traffic patterns – left traffic – winds remained consistent with the reported AWOS. Consistent with prior training flights, Dahval was having difficulty maintaining traffic pattern altitude. Altitude would vary by -200 to +100. Airspeed varied from 115 kts to 95kts on downwind. Dahval did better maintaining a stable approach on the base and final portions but needed instructor input regarding the rate of descent and/or the base to final turn. He was not able to anticipate a tail wind on base so turned late for final albeit not excessively so. Speed and descent were within standards on final with occasional questions from me about center line and glidepath – i.e. were we on center line; and were we high or low.

Two patterns prior to the crash pattern, we executed a successful go-around as Dahval was excessively left of center line. I would approximate we were about ½ mile from touchdown. The next pattern approach was within standards but again his approach was well left of centerline and I gave verbal input to steer right to obtain the center line. He was able to correct somewhat but we still landed left of center line. After the touch and go, I told him I would no longer let him land if we were not on center line.

Dahval seemed unable to recognize that he was so far left of centerline. On several of the approaches, I asked him to identify when we were on centerline and he consistently reported centerline when it was well to my right. We were able to correct while on final approach and on several of the landings, he stated we were right of centerline when we were still left of centerline.

On the crash pattern, Dahval had shown improvement and his pattern was more stable. He maintained altitude, airspeed and descent rate within acceptable standards. On final, we again discussed whether he was on center line – he was not – and I gave verbal input to correct. We were fairly well lined up and I anticipated a full landing. As he leveled for the flair and began to reduce the power, we drifted severely left of centerline. I instructed him to go-around at which time he went full power and aggressively pitched up. We immediately heard the stall horn and stall audio annunciation at which time I stated “my airplane”.

Upon reducing pitch angle the stall warning and audio were no longer heard. I did not retract flaps to 50% because that would have created an immediate stall as the airplane was still too

slow. Despite lowering the nose, the plane continued drifting left and began turning more dramatically left. At that point, it became apparant that we were going to impact "something". There was an open hangar directly in front of us and some automobiles towards the left hand side. We continued turning left and impacted the automobiles. Once stopped, I instructed Dahval to immediately exit the airplane. I was able to exit without assistance. I believe one of the individuals that witnessed the crash assisted in getting Dahval out of the aircraft and away from the scene.