



Investigation Details (Initial)



Incident Type: Flight Operations

Submission Type: Flight

Location: Phoenix

Investigation Status: Open

Damage: NO

Injury: NO

Report Date: 17 APR 2019 16:41

Investigation Created: 18 APR 2019 09:11

K.N. "Jack" David

NARRATIVE:

When I am going to do a normal landing, I set the power at 1600rpm and airspeed at 68 knots. When aircraft arrival my aim point, I lift off and reduce power, but a up drift air drift the aircraft a little climb, but just a little, so I add some power and hold it. Then the aircraft going to decent again, I smoothly put back pressure and reduce power to flare. As the aircraft was going to touch, a crosswind drift me out of centerline and up drift my right wing. So I immediately set full power and want to go around. But the wind drift the aircraft quickly to the left and the stall warning horn was warning at that time, I cant get enough airspeed to get the lift even I set full power and nose down a little. I cant nose down to much, because the aircraft was so close to the ground. Last the aircraft get stall and crash to the ground.

INTERVIEW WITH STUDENT

4-18-2019

Time: 0943L

First Student Cross Country SOLO

PPL 2.30

Route of Flight: KDVT-E63-E25-KDVT

Flight Plan Filed: Opened over South Proving Ground

No problems on landing at Gila Bend

Normal full stop/taxi back

Flaps 40 Landing

Upon arrival at E25, monitored CTAF and received a traffic advisory "any traffic at Wickenburg please give me a traffic advisory". Monitored AWOS at E25 over Pumping Station

Reported winds 260 deg at 5 kts

Crosswind maybe "1 or 2" kts

Did not know what endorsed cross wind limit was.

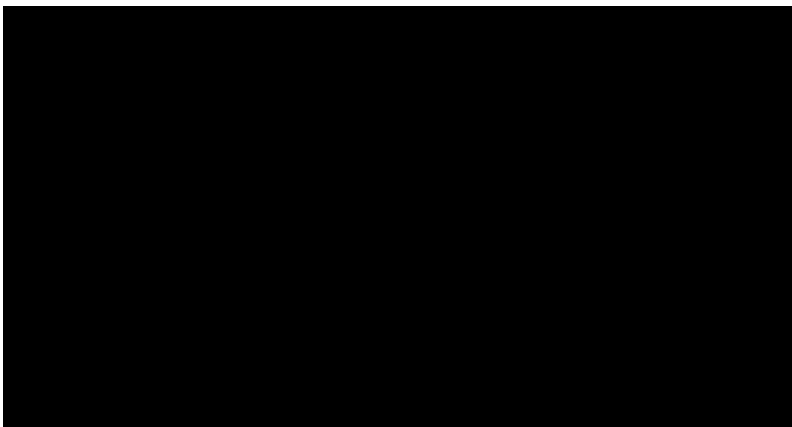
Knew that cross wind would be from right on final

Followed another aircraft on the downwind to RWY 23 at E25. First aircraft did a go-around and departed pattern.

Abeam aimpoint reduced power to 1600 RPM and set flaps 10 deg. Airspeed 80-82 KIAS

45 degree to aimpoint, set Flaps 25 degree, turned base, profile looked normal
On base leg descent rate 350 FPM, 72-73 KIAS; set Flap 40 prior to turning final
A little low on PAPI on final reduced pitch to reduce rate of descent added power speed 70 KIAS
After capturing glideslope reduced pitch and reduced power to decelerate to 66 KIAS
On short final, was not on centerline of runway, to left of centerline crossing threshold, executed a go-around
Set full power, wings level, pitched to 2 degrees, set flaps to 25; set flaps 10 degrees at 64 KIAS, flaps up at 76 KIAS
Had a slight cross wind from the right, used bank into the wind (right) and left rudder to track centerline

On second approach encountered a "little turbulence" on downwind
Corrected for cross wind drift on downwind
No other aircraft in pattern
Abeam aimpoint reduced power to 1600, set flaps 10 degrees, airspeed 80 KIAS
At 45 degrees to aimpoint, set flaps to 25, reduced speed to 70 KIAS, (should be 75 KIAS- as per student, "in the base you can fix it"); turned base reduced pitch to increase descent rate and speed
Prior to turning final, cleared final sets flaps to 40 degrees, and turned final
After rolling out on final was a little low on the glidepath, added power and increased pitch to re-capture PAPI glidepath
Airspeed 68 KIAS
After capturing glidepath, reduced pitch and power, remained on glidepath, airspeed increase to above 70 KIAS, reduced power to decelerate; decelerated to 67 KIAS
stabilized approach at 67 KIAS, on glidepath
Uses runway numbers for aimpoint for normal landing
After crossing threshold, began roundout; began reducing power, initiated flare; power to idle
In the flare encountered "bumpy" air and aircraft started a "little" balloon;
Added power ("maybe 200"), airspeed increased to 57 KIAS at level flight on centerline, decided to continue landing
Was a "little high" so reduced power, "level off"; began to flare again;
Just prior to touchdown, right wing raised and aircraft drifted to left of centerline
Student added full power to go around; stall warning activated; leveled wings, reduced pitch a little; doesn't remember if rudder was used.
Stall warning stayed on; stopped reducing pitch; aircraft continues to drift left; wings in left bank
Full power at time of contact with ground.
Just prior to contact with ground pulled back pressure; trying to climb
Closed eyes at first contact with ground
Opened eyes after aircraft stopped.
Evacuated aircraft; observed no fire, re-entered and completed shutdown



INVESTIGATION FILES