



RECORD OF CONVERSATION

Michael Hicks
Air Safety Investigator
Western Pacific Region

NTSB Accident/Keys Number: WPR22LA250/105462

Date of Accident: 07/07/2022

Persons Contacted:

Certificated Flight Instructor (CFI): Mu Hsu

Pilot Under Instruction (PUI): Jong You

Chief Flight Instructor/Safety Manager: Ryan Mohammed

Date Contacted: 7/14/2022

Summary: The details specified below are a summation of the facts, conditions and circumstances identified to the IIC by the persons mentioned above during an interview conducted via cellular phone.

PUI

The PUI reported that he flared too high and the airplane bounced. The left wing struck the runway, and the airplane exited the runway.

The PUI heard the stall warning horn, and the airplane touched down on both main landing gear, and the PUI attempted to go-around, but the airplane would not climb. The airplane veered left and exited the left side of the runway. The airplane exited the runway about 2 seconds after the left veer.

The flight instructor took the flight controls and added power. The purpose of the flight was to accomplish instrument approaches and landings. The PUI has about 38.6 hours of flight experience in the Cessna 172. He has been with this flight school for about 4 months and has accumulated about 28.8 hours. The accident flight was the first landing of the training period. The PUI has accomplished 42 previous instrument approaches with this instructor.

CFI

During the approach the CFI's hands came on the controls when the student took off the hood about 900ft. The CFI was already on the flight controls when the PUI entered the flare prematurely. The CFI stopped the nose up motion that initiated the flare. The PUI entered the flare prematurely and the flight instructor didn't make any inputs until the stall warning horn sounded. The first input that the CFI made was to the throttle to go around, after the airplane bounced hard and he applied full throttle, pitched for level,

removed carb heat. The airplane rolled left, exited the runway, and stopped in the grass. The left wing had struck the runway.

Chief Flight Instructor/Safety Manager

As a direct result of this accident, the Chief Flight Instructor and Safety Manager created an entire flight lesson for CFI's. The training will be conducted in the aircraft annually. This is on top of the 141 annual check ride. They have weekly safety meetings to discuss SOP's. There are simulator trainings and other flight lessons conducted throughout the year to supplement and foster CFI development, however, this flight lesson was designed specifically because of this accident and to decrease the probability of training flight accidents during critical phases of flight.