



Aviation Investigation Final Report

Location:	Hesperia, California	Accident Number:	GAA19CA090
Date & Time:	December 8, 2018, 10:00 Local	Registration:	N947DS
Aircraft:	Zenair CH 750 CRUZER	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he planned to land close to the numbers, but when the airplane was about 15 ft above ground level, it descended unexpectedly. He added power and pitched the airplane nose down, and the nosewheel touched down hard. The airplane began to porpoise, so he increased the throttle to full, but the airplane veered left, exited the runway, and impacted an empty hangar.

The airplane sustained substantial damage to the right wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's improper landing flare, which resulted in hard, bounced landing, runway excursion, and impact with a hangar.

Findings

Aircraft	Landing flare - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Airport structure - Effect on operation

Factual Information

History of Flight

Landing	Hard landing
Landing	Loss of control on ground (Defining event)
Landing	Runway excursion
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Sport Pilot	Age:	71,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 14, 2017
Flight Time:	(Estimated) 25 hours (Total, all aircraft), 315 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Zenair	Registration:	N947DS
Model/Series:	CH 750 CRUZER No Series	Aircraft Category:	Airplane
Year of Manufacture:	2015	Amateur Built:	Yes
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	C75-10047
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	March 22, 2018 Condition	Certified Max Gross Wt.:	1440 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Viking
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	110
Registered Owner:		Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KAPV,3062 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	17:55 Local	Direction from Accident Site:	28°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.36 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Corona, CA (AJO)	Type of Flight Plan Filed:	None
Destination:	Hesperia, CA (L26)	Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	HESPERIA L26	Runway Surface Type:	Asphalt
Airport Elevation:	3390 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	3910 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	34.376945,-117.316108(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Maria LeBlanc; FAA; Riverside, CA
Original Publish Date:	March 3, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98749

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).