



Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | Winnsboro, Georgia | Accident Number: | GAA18CA356 |
| Date & Time: | June 18, 2018, 11:30 Local | Registration: | N584J |
| Aircraft: | JABIRU USA SPORT AIRCRAFT LLC J250 | Aircraft Damage: | Substantial |
| Defining Event: | Runway excursion | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Instructional | | |

Analysis

According to the flight instructor in the light sport airplane, the pilot in the left seat had not flown for a while and was receiving instruction to complete a flight review. The airplane was equipped with a single control stick. During the landing flare, the pilot applied forward stick, and the airplane impacted the runway hard. The nose landing gear and the right main landing gear collapsed. The airplane exited the right side of the runway and came to a stop in the grass safety area.

The airplane sustained substantial damage to the engine mounts and lower fuselage.

The instructor asserted that he should have refused to instruct in an airplane with only one control stick.

Both pilots reported that there were no mechanical malfunctions or failures 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 a hard landing. Contributing to the accident was the flight instructor's improper decision to provide instruction in an airplane with only one control stick.

Findings

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| Personnel issues | Aircraft control - Pilot |
| Aircraft | Landing flare - Not attained/maintained |
| Personnel issues | Decision making/judgment - Instructor/check pilot |

Factual Information

History of Flight

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|--------------------------------|-----------------------------------|
| Landing-flare/touchdown | Hard landing |
| Landing-flare/touchdown | Landing gear collapse |
| Landing-landing roll | Runway excursion (Defining event) |

Pilot Information

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|----------------------------------|---|--|----------------|
| Certificate: | Airline transport; Commercial; Flight instructor | Age: | 66,Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | 3-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane multi-engine; Airplane single-engine | Toxicology Performed: | No |
| Medical Certification: | Class 3 Without waivers/limitations | Last FAA Medical Exam: | March 24, 2017 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | July 28, 2016 |
| Flight Time: | (Estimated) 6985 hours (Total, all aircraft), 22 hours (Total, this make and model), 6700 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Pilot Information

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|----------------------------------|---|--|---------------|
| Certificate: | Private | Age: | 74,Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | 3-point |
| Instrument Rating(s): | None | Second Pilot Present: | Yes |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | None None | Last FAA Medical Exam: | July 10, 1996 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | (Estimated) 375 hours (Total, all aircraft), 11 hours (Total, this make and model), 320 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | JABIRU USA SPORT AIRCRAFT LLC | Registration: | N584J |
| Model/Series: | J250 SP | Aircraft Category: | Airplane |
| Year of Manufacture: | 2007 | Amateur Built: | |
| Airworthiness Certificate: | Special light-sport (Special) | Serial Number: | 347 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | October 1, 2017 Annual | Certified Max Gross Wt.: | 1320 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | Jabiru |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | 3300 |
| Registered Owner: | | Rated Power: | 120 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KFDW, 578 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 15:15 Local | Direction from Accident Site: | 201° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 4 knots / | Turbulence Type Forecast/Actual: | / None |
| Wind Direction: | 170° | Turbulence Severity Forecast/Actual: | / N/A |
| Altimeter Setting: | 30.13 inches Hg | Temperature/Dew Point: | 31°C / 22°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Columbia, SC (CUB) | Type of Flight Plan Filed: | None |
| Destination: | Columbia, SC (CUB) | Type of Clearance: | VFR |
| Departure Time: | | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|----------------------|----------------------------------|------------------------------|
| Airport: | FAIRFIELD COUNTY FDW | Runway Surface Type: | Asphalt |
| Airport Elevation: | 577 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 22 | IFR Approach: | None |
| Runway Length/Width: | 5243 ft / 100 ft | VFR Approach/Landing: | Touch and go;Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 34.315834,-81.108612(est) |

Administrative Information

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|--|---|
| Investigator In Charge (IIC): | Hicks, Michael |
| Additional Participating Persons: | Todd Clamp; FAA; Charelston, SC |
| Original Publish Date: | March 18, 2019 |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=97510 |

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](#).