



Aviation Investigation Final Report

Location:	Dekalb, Illinois	Accident Number:	GAA18CA255
Date & Time:	May 5, 2018, 11:21 Local	Registration:	N468KM
Aircraft:	PPHU EKOLOT KR-030 TOPAZ	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during a flight review, while landing in gusting wind conditions, the airplane ballooned and landed hard on the left main landing gear. The airplane veered sharply to the left, and the pilot applied full power to go around, but the airplane "would not climb." The flight instructor took the flight controls and the airplane came to rest about 400 yards south of the runway.

The flight instructor reported that, during the landing, the airplane ballooned and "abruptly dropped" onto the runway, damaging the left landing gear. The airplane veered to the left, the pilot applied power to go around, and the airplane bounced into the air. He added that the airplane would not climb and continued to bounce multiple times before coming to rest south of the runway. He believed the propeller and landing gear damage may have prevented the airplane from climbing during the go around.

The airplane sustained substantial damage to the fuselage.

The automated weather observation station located on the airport reported that, about 6 minutes before the accident, the wind was from 250° at 11 knots, gusting to 16 knots. The airplane landed on runway 27.

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 during gusting wind conditions, and the flight instructor's delayed remedial action.

Findings

Aircraft	Landing flare - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Personnel issues	Aircraft control - Instructor/check pilot
Personnel issues	Delayed action - Instructor/check pilot
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing	Hard landing (Defining event)
Landing	Abnormal runway contact
Landing	Loss of control on ground
Landing	Attempted remediation/recovery
Landing	Runway excursion

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	74,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 19, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 21, 2017
Flight Time:	(Estimated) 3041.8 hours (Total, all aircraft), 83 hours (Total, this make and model), 2892 hours (Pilot In Command, all aircraft), 16.7 hours (Last 90 days, all aircraft), 5.4 hours (Last 30 days, all aircraft)		

Pilot Information

Certificate:	Private; Sport Pilot	Age:	72,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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot Without waivers/limitations	Last FAA Medical Exam:	August 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 12, 2016
Flight Time:	(Estimated) 167.1 hours (Total, all aircraft), 4.9 hours (Total, this make and model), 126 hours (Pilot In Command, all aircraft), 4.9 hours (Last 90 days, all aircraft), 3.9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PPHU EKOLOT	Registration:	N468KM
Model/Series:	KR-030 TOPAZ NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2017	Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	30-08-03
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	September 23, 2017 Unknown	Certified Max Gross Wt.:	1235 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	65 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	912IS2
Registered Owner:		Rated Power:	100 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KDKB, 915 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:15 Local	Direction from Accident Site:	354°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 16 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	24°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Dekalb, IL (DKB)	Type of Flight Plan Filed:	None
Destination:	Dekalb, IL (DKB)	Type of Clearance:	None
Departure Time:	10:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	DE KALB TAYLOR MUNI DKB	Runway Surface Type:	Asphalt
Airport Elevation:	912 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	4201 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

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:	41.928333,-88.707496(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Paul Adams; FAA; DuPage, IL
Original Publish Date:	September 10, 2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97184

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