



# Aviation Investigation Final Report

<b>Location:</b>	Lusby, Maryland	<b>Accident Number:</b>	GAA18CA259
<b>Date &amp; Time:</b>	May 5, 2018, 15:45 Local	<b>Registration:</b>	N701XS
<b>Aircraft:</b>	CREECH JERRY CREECH JERRY CH 701	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Abnormal runway contact	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The airplane owner reported that, during the flight, he was seated in the right seat, and the pilot flying was seated in the left seat. The pilot held an airline transport pilot certificate with single-engine land and flight instructor ratings. He added that the experimental amateur-built airplane had one throttle located on the far-left side of the cabin, one set of brakes located on the left rudder pedals, and nosewheel steering that was interconnected with the rudder pedals.

He further reported that the pilot started and taxied the airplane for takeoff; performed climbs, descents, and turns; and then landed. During landing, the airplane was fast, touched down hard, and bounced about 20 to 25 ft. The pilot then said, "Oh that's alright I got it," leveled the airplane, and continued the landing. Subsequently, the airplane porpoised, landed with the nose left of the runway centerline, veered off the runway to the left, and struck a tree.

The owner added that, during the landing, he told the pilot "nose down, right rudder," and during the runway excursion, he yelled "brakes!" He added that the pilot never reduced throttle to idle, and he never felt the application of brakes.

The airplane sustained substantial damage to the right wing and fuselage.

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

The pilot's lawyer reported that his client was not the pilot flying the airplane because he did not have previous training in the category, class, and type of aircraft.

# 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, bounced landing and runway excursion.

## Findings

Aircraft	Landing flare - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Personnel issues	Total experience w/ equipment - Pilot
Personnel issues	Knowledge of equipment - Pilot

## Factual Information

### History of Flight

<b>Landing</b>	Abnormal runway contact (Defining event)
<b>Landing</b>	Runway excursion
<b>Landing</b>	Collision during takeoff/land

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight engineer; Flight instructor	<b>Age:</b>	83,Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	May 1, 2016
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	March 11, 2017
<b>Flight Time:</b>	(Estimated) 20179 hours (Total, all aircraft), 0 hours (Total, this make and model)		

### Pilot-rated passenger Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Unknown	<b>Last FAA Medical Exam:</b>	March 1, 2017
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CREECH JERRY	<b>Registration:</b>	N701XS
<b>Model/Series:</b>	CREECH JERRY CH 701 NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2012	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	76489
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 15, 2018 Condition	<b>Certified Max Gross Wt.:</b>	1100 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	43.5 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	912 ULS
<b>Registered Owner:</b>		<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KNHK, 40 ft msl	<b>Distance from Accident Site:</b>	4 Nautical Miles
<b>Observation Time:</b>	19:52 Local	<b>Direction from Accident Site:</b>	189°
<b>Lowest Cloud Condition:</b>	Scattered / 7000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 9000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	40°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.11 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 15°C
<b>Precipitation and Obscuration:</b>	Light - None - Rain		
<b>Departure Point:</b>	Lusby, MD (MD50)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Lusby, MD (MD50)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:15 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	CHESAPEAKE RANCH MD50	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	116 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	31	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2500 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	38.36111,-76.404167(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Dwight Greenlund; FAA; Herndon, VA
<b>Original Publish Date:</b>	October 24, 2018
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97196">https://data.nts.gov/Docket?ProjectID=97196</a>

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