



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

| | | | |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Junction City, Kansas | Accident Number: | GAA19CA037 |
| Date & Time: | October 22, 2018, 18:30 Local | Registration: | N105JT |
| Aircraft: | Zenith CH601 | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control in flight | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot in the experimental, amateur-built airplane reported that, about 5 minutes after takeoff, he felt air coming into the cockpit from the canopy. He noticed that the canopy latch was not adequately secured and attempted to secure it, but the canopy opened. The airplane became very difficult to control with the canopy open, so he made an emergency landing in a cornfield. During landing, the nosewheel collapsed, and the airplane skidded to a stop.

The airplane sustained substantial damage to the fuselage.

The pilot reported that there were no preimpact 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 failure to secure the canopy latch before takeoff, which resulted in the canopy opening in flight and the subsequent loss of airplane control.

Findings

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|-------------------------|--|
| Personnel issues | Forgotten action/omission - Pilot |
| Aircraft | Flight compartment equipment - Incorrect use/operation |
| Aircraft | (general) - Not attained/maintained |

Factual Information

History of Flight

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|----------------|--|
| Takeoff | Miscellaneous/other |
| Takeoff | Attempted remediation/recovery |
| Takeoff | Loss of control in flight (Defining event) |
| Landing | Off-field or emergency landing |
| Landing | Landing gear collapse |

Pilot Information

| | | | |
|----------------------------------|--|--|----------------|
| Certificate: | Private | Age: | 67,Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Unknown |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | None With waivers/limitations | Last FAA Medical Exam: | August 1, 2004 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | June 26, 2018 |
| Flight Time: | (Estimated) 223 hours (Total, all aircraft), 15 hours (Total, this make and model), 160 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Zenith | Registration: | N105JT |
| Model/Series: | CH601 XL | Aircraft Category: | Airplane |
| Year of Manufacture: | 2006 | Amateur Built: | Yes |
| Airworthiness Certificate: | Experimental (Special) | Serial Number: | 6-5291 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | July 1, 2017 Condition | Certified Max Gross Wt.: | 1320 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 124.2 Hrs at time of accident | Engine Manufacturer: | Jabiru |
| ELT: | Installed, not activated | Engine Model/Series: | 3300A |
| Registered Owner: | | Rated Power: | 120 Horsepower |
| Operator: | On file | 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: | KFRI, 1065 ft msl | Distance from Accident Site: | 4 Nautical Miles |
| Observation Time: | 23:56 Local | Direction from Accident Site: | 84° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 4 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 30° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.12 inches Hg | Temperature/Dew Point: | 16°C / 10°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Junction City, KS (3JC) | Type of Flight Plan Filed: | None |
| Destination: | Junction City, KS (3JC) | Type of Clearance: | None |
| Departure Time: | 18:30 Local | Type of Airspace: | Class E |

Airport Information

| | | | |
|-----------------------------|-------------------|----------------------------------|---------------------------------|
| Airport: | FREEMAN FIELD 3JC | Runway Surface Type: | Dirt;Grass/turf |
| Airport Elevation: | 1101 ft msl | Runway Surface Condition: | Dry;Vegetation |
| Runway Used: | | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | Full stop;Precautionary landing |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|--------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 39.043334,-96.84333(est) |

Administrative Information

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| Investigator In Charge (IIC): | Hicks, Michael |
| Additional Participating Persons: | Dieter C Reinhard ; FAA; Wichita, KS |
| Original Publish Date: | September 26, 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=98556 |

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](#).