



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Dahlonga, Georgia | Accident Number: | GAA19CA029 |
| Date & Time: | October 18, 2018, 14:00 Local | Registration: | N468LM |
| Aircraft: | CAPITAL HOLDINGS 226 LLC CCX-2000 | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot in the tailwheel-equipped airplane reported that, during landing, the airplane bounced and then veered right. The airplane exited the right side of the runway, and he applied full throttle to abort the landing. He recalled that the airplane did not climb above the obstacles "because I failed to reposition the flaps on go around." The airplane collided with trees and stopped.

The airplane sustained substantial damage to both wings.

The pilot 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 bounced landing and his subsequent failure to maintain directional control. Also causal to the accident was the pilot's failure to retract the flaps during the aborted landing, which resulted in the airplane's failure to climb and a subsequent collision with trees.

Findings

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| Personnel issues | Aircraft control - Pilot |
| Aircraft | Directional control - Not attained/maintained |
| Environmental issues | Tree(s) - Effect on operation |
| Aircraft | Landing flare - Not attained/maintained |
| Personnel issues | Lack of action - Pilot |
| Aircraft | Trailing edge flaps - Incorrect use/operation |

Factual Information

History of Flight

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| Landing | Abnormal runway contact |
| Landing | Loss of control on ground (Defining event) |
| Landing | Runway excursion |
| Landing | Attempted remediation/recovery |
| Landing-aborted after touchdown | Collision during takeoff/land |

Pilot Information

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|----------------------------------|--|--|----------------|
| Certificate: | Private | Age: | 68,Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea; Multi-engine land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | 5-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | BasicMed Without waivers/limitations | Last FAA Medical Exam: | April 9, 2017 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | April 23, 2019 |
| Flight Time: | (Estimated) 7260 hours (Total, all aircraft), 80 hours (Total, this make and model), 7000 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|---|---------------------------------------|-----------------|
| Aircraft Make: | CAPITAL HOLDINGS 226 LLC | Registration: | N468LM |
| Model/Series: | CCX-2000 | Aircraft Category: | Airplane |
| Year of Manufacture: | 2018 | Amateur Built: | Yes |
| Airworthiness Certificate: | Experimental (Special) | Serial Number: | CCX-2000-0030 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | | Certified Max Gross Wt.: | 2000 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 80 Hrs at time of accident | Engine Manufacturer: | Superior |
| ELT: | C126 installed, activated, did not aid in locating accident | Engine Model/Series: | CC363i |
| Registered Owner: | | Rated Power: | 186 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: | KDZJ, 1909 ft msl | Distance from Accident Site: | 16 Nautical Miles |
| Observation Time: | 20:15 Local | Direction from Accident Site: | 6° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.35 inches Hg | Temperature/Dew Point: | 19°C / 8°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Dahlonga, GA (9A0) | Type of Flight Plan Filed: | None |
| Destination: | Dahlonga, GA (9A0) | Type of Clearance: | None |
| Departure Time: | 12:52 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|---------------------------|----------------------------------|-----------|
| Airport: | Lumpkin County-Wimpys 9A0 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 1311 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 15 | IFR Approach: | None |
| Runway Length/Width: | 3090 ft / 50 ft | VFR Approach/Landing: | Go around |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 34.583057,-84.019996(est) |

Administrative Information

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| Investigator In Charge (IIC): | Hicks, Michael |
| Additional Participating Persons: | Jim Payne; FAA; Atlanta, GA |
| 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=98523 |

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](#).