



# Aviation Investigation Final Report

<b>Location:</b>	Chelan, Washington	<b>Accident Number:</b>	WPR23LA231
<b>Date &amp; Time:</b>	June 12, 2023, 09:30 Local	<b>Registration:</b>	N88GJ
<b>Aircraft:</b>	JOHNSON GARY L FISHER HORIZON 1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he was practicing touch and go maneuvers in the airport traffic pattern. During his second approach to land, the pilot improperly selected his touchdown point at the beginning of the runway instead of the runway threshold. When the pilot recognized he was not on the runway glide path by looking at the “visual approach slope indicator lights” (airport has a precision approach path indicator), he increased power to arrest his descent rate, but the right main landing gear collided with a road sign at the north end of the runway before the displaced threshold. The airplane impacted the ground, nosed over and came to rest inverted on the runway, and the airplane sustained substantial damage to the left wing.

The pilot reported no preimpact mechanical malfunctions and anomalies that could 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 selection of a touchdown point and delayed recognition, which resulted in an impact with an obstacle.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Sign/marker - Effect on equipment
<b>Personnel issues</b>	Decision making/judgment - Pilot

## Factual Information

### History of Flight

Approach-VFR pattern final	Collision with terr/obj (non-CFIT) (Defining event)
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### Pilot Information

Certificate:	Private	Age:	64,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	January 27, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 5, 2023
Flight Time:	130 hours (Total, all aircraft), 2 hours (Total, this make and model), 77 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	JOHNSON GARY L	Registration:	N88GJ
Model/Series:	FISHER HORIZON 1	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	HO 1186
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 4, 2023 Condition	Certified Max Gross Wt.:	
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	233 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91A installed, activated, did not aid in locating accident	Engine Model/Series:	O-200-A
Registered Owner:	On file	Rated Power:	100
Operator:	On file	Operating Certificate(s) Held:	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>	KEAT,1239 ft msl	<b>Distance from Accident Site:</b>	30 Nautical Miles
<b>Observation Time:</b>	09:55 Local	<b>Direction from Accident Site:</b>	200°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.92 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Chelan, WA (S10)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Chelan, WA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:08 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	LAKE CHELAN S10	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1263 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	20	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3506 ft / 60 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	47.86601,-119.9427

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Stein, Stephen
<b>Additional Participating Persons:</b>	Colby Barron; Federal Aviation Administration; Spokane, WA
<b>Original Publish Date:</b>	October 26, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=192405">https://data.nts.gov/Docket?ProjectID=192405</a>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).