



Aviation Investigation Final Report

Location:	East Troy, Wisconsin	Accident Number:	CEN24LA231
Date & Time:	June 19, 2024, 10:30 Local	Registration:	N355VT
Aircraft:	FOSKETT JAMES J CH 750 CRUISER	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he and the pilot-rated passenger were practicing takeoffs and landings in the airport traffic pattern. During the fifth touch-and-go landing, a left quartering wind gust lifted the airplane's tail and the airplane landed hard on the nose landing gear. The nose wheel separated, and the airplane came to rest on its nose in the grass. The airplane sustained substantial damage to the firewall and fuselage. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

At the time of the accident the airplane was landing on runway 26 with wind variable at 5 knots, gusting to about 12 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain directional control during landing in gusting crosswind conditions.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Effect on equipment

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Other weather encounter

Pilot Information

Certificate:	Private	Age:	69, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	October 3, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 9, 2023
Flight Time:	1142 hours (Total, all aircraft), 8.7 hours (Total, this make and model), 1114 hours (Pilot In Command, all aircraft), 10.1 hours (Last 90 days, all aircraft), 10.1 hours (Last 30 days, all aircraft), 2.5 hours (Last 24 hours, all aircraft)		

Pilot-rated passenger Information

Certificate:	Flight instructor	Age:	Male
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	FOSKETT JAMES J	Registration:	N355VT
Model/Series:	CH 750 CRUISER	Aircraft Category:	Airplane
Year of Manufacture:	2024	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	C75-11725
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 6, 2024 Continuous airworthiness	Certified Max Gross Wt.:	1440 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	44.3 Hrs at time of accident	Engine Manufacturer:	UL Power
ELT:	Installed, not activated	Engine Model/Series:	350iS
Registered Owner:	FOSKETT JAMES J	Rated Power:	130 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBUU, 779 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	10:35 Local	Direction from Accident Site:	157°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 14 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	29°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	East Troy, WI	Type of Flight Plan Filed:	None
Destination:	East Troy, WI	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	EAST TROY MUNI 57C	Runway Surface Type:	Concrete
Airport Elevation:	860 ft msl	Runway Surface Condition:	Dry
Runway Used:	8/26	IFR Approach:	None
Runway Length/Width:	3900 ft / 75 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

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:	42.798149,-88.367736

Administrative Information

Investigator In Charge (IIC):	Lindberg, Joshua
Additional Participating Persons:	Brandon Molina; FAA; Milwaukee, WI
Original Publish Date:	July 25, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=194507

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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](#).