



Aviation Investigation Final Report

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

Personnel issues	Aircraft control - Pilot
Environmental issues	Sign/marker - Effect on equipment
Personnel issues	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

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KEAT,1239 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	09:55 Local	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	24°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chelan, WA (S10)	Type of Flight Plan Filed:	None
Destination:	Chelan, WA	Type of Clearance:	None
Departure Time:	09:08 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

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

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).