



# Aviation Investigation Final Report

<b>Location:</b>	Caney, Texas	<b>Accident Number:</b>	CEN24LA217
<b>Date &amp; Time:</b>	June 11, 2024, 11:00 Local	<b>Registration:</b>	N17SD
<b>Aircraft:</b>	Zenith Aircraft Company STOL CH 750	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during a short field landing, the airplane was high as it crossed the runway threshold. The pilot reduced power and lifted the nose of the airplane. The airplane landed hard, the propeller struck the ground, and the nose landing gear collapsed under the fuselage. The airplane came to rest on its nose and sustained substantial damage to the forward fuselage.

The pilot reported that there were no preimpact mechanical failures or malfunctions 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 hard landing,

## Findings

<b>Aircraft</b>	Landing flare - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
Landing-landing roll	Landing gear collapse

### Pilot Information

Certificate:	Sport Pilot	Age:	79,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:	
Medical Certification:	Sport pilot None	Last FAA Medical Exam:	August 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 10, 2023
Flight Time:	(Estimated) 106 hours (Total, all aircraft), 8 hours (Total, this make and model), 60 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Zenith Aircraft Company	Registration:	N17SD
Model/Series:	STOL CH 750	Aircraft Category:	Airplane
Year of Manufacture:	2023	Amateur Built:	Yes
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	75-10113
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	September 11, 2023 Continuous airworthiness	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	24 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	C91A installed, not activated	Engine Model/Series:	912 ULS
Registered Owner:	On file	Rated Power:	100 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:	KBYY,45 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:55 Local	Direction from Accident Site:	122°
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	31°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Caney, TX (BYY)	Type of Flight Plan Filed:	None
Destination:	Caney, TX	Type of Clearance:	None
Departure Time:	09:30 Local	Type of Airspace:	Class G

## Airport Information

Airport:	Bay City Regional Airport BYY	Runway Surface Type:	Asphalt
Airport Elevation:	45 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	5107 ft / 75 ft	VFR Approach/Landing:	Touch and go

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	28.973247,-95.863452(est)

## Administrative Information

**Investigator In Charge (IIC):** Maxon, Cory

**Additional Participating Persons:** Ronald; FAA; Houston, TX

**Original Publish Date:** August 30, 2024

**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=194445>

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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](#).