Aviation Investigation Final Report

Location:	Royalton, Wisconsin	**Accident Number:**	CEN17LA037
Date & Time:	November 6, 2016, 16:00 Local	**Registration:**	N801KJ
Aircraft:	JOHNSON KENNETH R STOL CH 801	**Aircraft Damage:**	Destroyed
Defining Event:	Loss of control in flight	**Injuries:**	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The purpose of the personal flight was to practice stalls in the homebuilt, experimental airplane. The private pilot reported that he practiced several stall maneuvers and that the airplane handled well. After executing a touch-and-go landing, the pilot took off and established the airplane on downwind, about 1,000 ft above ground level, to set up for a full flaps landing. He lowered the flaps and set the engine power to idle. The pilot then discovered that the control stick would move but that he had no control of the airplane. The airplane impacted the ground and was totally consumed by postimpact fire. The pilot did not remember the crash. He had flown the airplane the day before the accident and did not report any mechanical anomalies. The pilot indicated that he did not believe that the airplane stalled. Due to the extent of the postimpact fire damage, it was not possible to determine any preimpact malfunctions or failures of the engine, flight controls, or flight control surfaces. Thus, the reason for the loss of control could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of control during approach for reasons that could not be determined due to postimpact fire damage.

Findings

Not determined	(general) - Unknown/Not determined

Factual Information

History of Flight

Approach-VFR pattern downwind	Loss of control in flight (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)
Post-impact	Fire/smoke (post-impact)

On November 6, 2016, about 1600 central daylight time, an Zenith 801 homebuilt, experimental airplane, N801KJ, registered to the pilot, was destroyed by a postimpact fire after it impacted the ground while on approach to Runway 18 at the Northport Airport (WI38), Royalton, Wisconsin. The private pilot, who was the sole occupant, sustained minor injuries. The local personal flight was being conducted under the provisions of Federal Code of Regulations Part 91. Visual meteorological conditions prevailed throughout the area and a flight plan was not filed. The flight originated about 1530 from WI38.

The pilot reported that he had built the airplane over the last 14 years. The airplane was approved for a 40-hour testing period on May 12, 2016, when it received it's continuous airworthiness inspection. The airplane was flown by the pilot on the day prior to the accident and he reported no mechanical anomalies.

The pilot provided a detailed account of the day's flight and accident on NTSB Form 6120. He reported that the purpose of the flight was to practice stalls and how the airplane responded. On the first flight of the day, the airplane stalled with full power at 38-39 mph, neither wing stalled first, and the flight was straight and stable. He landed with full flaps on the grass runway, and took off for more testing. He then performed a successful full-flap engine idle stall. The airplane stalled at 28-29 mph, both wings stayed level, and the airplane flew straight. He performed a tough and go landing, took off, and established the airplane on downwind, about 1,000 feet AGL, to set up for a full flap landing. He lowered the flaps and set the engine power to idle. The pilot discovered that the control stick would move, but he had no control of the airplane. The stick would move, but the airplane could not be controlled. The airplane impacted the ground and the pilot did not remember the crash. Neighbors helped to evacuate the pilot from the wreckage and local responders transported the pilot to a hospital. There were no eye-witnesses to the accident, however, a neighbor reported hearing the airplane and thought that he heard the engine backfire.

The airplane was totally consumed by a post-impact fire. An FAA inspector examined the wreckage, but due to the extent of fire damage, it was not possible to determine any pre-impact anomalies with the engine, flight controls, or flight control surfaces. The pilot reported that he did not believe that the airplane stalled.

The pilot also stated on NTSB Form 6120, that the 5-point harness that he installed on his homebuilt airplane probably saved his life.

Pilot Information

Certificate:	Private	**Age:**	65,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	4-point
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	April 12, 2016
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	August 1, 2016
Flight Time:	(Estimated) 100 hours (Total, all aircraft), 13 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	JOHNSON KENNETH R	**Registration:**	N801KJ
Model/Series:	STOL CH 801 NO SERIES	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	Yes
Airworthiness Certificate:	Experimental light sport (Special)	**Serial Number:**	8-4899
Landing Gear Type:	Tricycle	**Seats:**	2
Date/Type of Last Inspection:	May 1, 2016 Condition	**Certified Max Gross Wt.:**	
Time Since Last Inspection:	13 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	13 Hrs at time of accident	**Engine Manufacturer:**	Mazda Rotary
ELT:	Not installed	**Engine Model/Series:**	
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:		**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	5 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	180°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.92 inches Hg	**Temperature/Dew Point:**	20°C / 16°C
Precipitation and Obscuration:			
Departure Point:	Royalton, WI (38WI)	**Type of Flight Plan Filed:**	None
Destination:	Royalton, WI (38WI)	**Type of Clearance:**	None
Departure Time:	15:30 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	Northport Airport 38WI	**Runway Surface Type:**	
Airport Elevation:	800 ft msl	**Runway Surface Condition:**	Dry
Runway Used:		**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Destroyed
Passenger Injuries:		**Aircraft Fire:**	On-ground
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Minor	**Latitude, Longitude:**	44.383335,-88.8525(est)

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	Tim Spreen; FAA FSDO; Milwaukee, WI
Original Publish Date:	June 25, 2019
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=94346