



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Chesapeake, VA	<b>Accident Number:</b>	GAA16CA098
<b>Date &amp; Time:</b>	01/02/2016, 1258 EST	<b>Registration:</b>	N676L
<b>Aircraft:</b>	JOHNSON GLENN L ZODIAC 601 XL	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

According to the pilot of the tricycle landing gear equipped airplane, he was performing a normal approach and landing to an asphalt runway. He reported that after accomplishing the landing flare he recalled "jockeying" the stick in order to get closer to the runway. The airplane touched down, bounced three times and the pilot added power. The airplane struck the ground a fourth time and the nose gear collapsed. The pilot reported that the airplane skidded down the center of the runway and came to a halt. The airplane sustained substantial damage to the firewall and frame. The pilot reported that there were no mechanical failures or anomalies prior to or during the flight that would have prevented normal flight operation.

## Flight Events

Landing-landing roll - Abnormal runway contact  
Landing-landing roll - Landing gear collapse  
Landing-landing roll - Loss of control on ground

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain pitch control during the landing, causing the airplane to bounce and the nose gear to collapse, resulting in substantial damage to the firewall and frame.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Pitch control-Not attained/maintained - C  
Aircraft-Aircraft systems-Landing gear system-Nose/tail landing gear-Damaged/degraded  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	60
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	(Estimated) 190 hours (Total, all aircraft), 98 hours (Total, this make and model), 113 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	JOHNSON GLENN L	Registration:	N676L
Model/Series:	ZODIAC 601 XL B	Engines:	1 Reciprocating
Operator:	JOHNSON GLENN L	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-200-A48
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	KCPK, 20 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Calm
Temperature:	11°C / -7°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chesapeake, VA (CPK)	Destination:	Chesapeake, VA (CPK)

## Airport Information

Airport:	CHESAPEAKE RGNL (CPK)	Runway Surface Type:	Asphalt
Runway Used:	23	Runway Surface Condition:	Dry
Runway Length/Width:	5500 ft / 100 ft		

## 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

## Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Adopted Date:	04/05/2016
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92551">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92551</a>		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.