



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

Flight Standards Service
General Aviation Safety Assurance
General Aviation H (AFG-800)
Orlando FSDO-15
[REDACTED]
Orlando, FL 32819-9060
[REDACTED]

September 30, 2018

FAA Inspector Statement

On September 24, 2018, I traveled to 5660 Johnson Lake Drive in DeLeon Springs, FL and inspected N752VK, a 2012 Vernon W. Knott Zenith Ch750 that reportedly had made a forced landing in a field at this location on the previous day.

Initial examination of the accident site revealed that the aircraft had landed to the south-southeast in open field located behind the building at the above address and come to rest inverted with the nose facing north-northwest.

Two landing gear tires tracks were visible in the grass beginning at what appeared to be the beginning of the touch down point and landing roll. These two tracks were followed by a third tire track in the grass between the two main tracks that began as the main tracks diminished and disappeared. As the center track progressed, it became deeper and more pronounced, and culminated in a deep gouge in the grass/sod. There were several composite material fragments found on the dirt around the gouge.

The terrain along the aircraft-landing path sloped noticeably upwards along the direction of travel. The overall length of the ground track from the beginning of the tire tracks to the aircraft nose was estimated at 75 to 80 feet overall. The ground track was aligned along an approximate heading of 160 degrees True.

Examination of the airplane revealed that it had sustained structural damage to the engine firewall, wings, and vertical stabilizer. The nose landing gear was bent and collapsed aft. The composite engine propeller had sustained damage and all three blades were damaged with two being fractured and separated near the blade hub.

Examination of airworthiness and registration paperwork in the aircraft revealed that there was no Operating Limitations document with the Experimental Amateur-Built Special Airworthiness Certificate. The only aircraft registration paperwork found was a pink temporary registration that had been completed and signed on April 7, 2015.

The owner/pilot (Herbert A. Weems, private pilot certificate # [REDACTED]) was subsequently interviewed at the scene: He reported that the aircraft engine had started skipping as he was flying over the area. The engine subsequently quit running and the propeller stopped turning. He then elected to attempt an emergency landing to the south in this field. During the landing, he

had to clear some utility pole wires on the north side of the field, which led to a steep angle of descent down to the touchdown point. The airplane rapidly came to a stop after a short landing roll and flipped over. The passenger sustained a minor injury while the pilot remained uninjured.

At the conclusion of the on-scene investigation, the owner/pilot was given authorization to recover the aircraft from the scene and store it in a T-hangar at 1725 Old NDB Road at Deland (DED) pending further FAA inspection later in the week. He provided the following telephone contact information: Cell #: [REDACTED] and business phone # [REDACTED].

JON S
STRICKLAND



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