



Aviation Investigation Final Report

Location:	Georgetown, Texas	Accident Number:	CEN20CA196
Date & Time:	May 26, 2020, 10:15 Local	Registration:	N580LD
Aircraft:	Denney KITFOX SPEEDSTER	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot stated that during the personal flight he intended to stay in the airport traffic pattern and performed a touch-and-go landing. He said that he flew a normal approach with wing flaps halfway extended and 60 knots indicated airspeed (KIAS). Over the runway numbers, the pilot slowed the airplane to 55 KIAS and began a landing flare. The pilot said he thought the three-point landing was good, but the airplane made a hard-left turn. The airplane departed the left side of the runway into soft turf. The right wing struck terrain and the airplane nosed over resulting in substantial damage. The pilot reported there was no mechanical malfunction/failure with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain directional control during landing.

Findings

Aircraft	Directional control - Not attained/maintained
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Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	69, 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:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	March 27, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 28, 2018
Flight Time:	352 hours (Total, all aircraft), 33 hours (Total, this make and model), 300 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Denney	Registration:	N580LD
Model/Series:	KITFOX SPEEDSTER IV1200	Aircraft Category:	Airplane
Year of Manufacture:	1998	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	HBS043
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 1, 2019 Condition	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	1026 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	912UL
Registered Owner:	Pilot	Rated Power:	80 Horsepower
Operator:	Pilot	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GTU,790 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	09:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Broken / 8500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	21°C / 19°C
Precipitation and Obscuration:			
Departure Point:	Georgetown, TX (GTU)	Type of Flight Plan Filed:	None
Destination:	Georgetown, TX (GTU)	Type of Clearance:	VFR
Departure Time:	10:00 Local	Type of Airspace:	

Airport Information

Airport:	Georgetown Municipal Airport GTU	Runway Surface Type:	Asphalt
Airport Elevation:	790 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	5004 ft / 100 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.678888,-97.68(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Robert Arispe; Federal Aviation Administration; San Antonio FSDO; San Antonio, TX
Original Publish Date:	May 5, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=101331

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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](#).