



# Aviation Investigation Final Report

<b>Location:</b>	Hooper, Utah	<b>Accident Number:</b>	WPR21LA356
<b>Date &amp; Time:</b>	September 23, 2021, 16:22 Local	<b>Registration:</b>	N696CP
<b>Aircraft:</b>	Kitfox S7	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot in the tailwheel equipped airplane reported that, he made a normal approach and landed a little fast about 1/3 of the way down the grass airstrip. As he reached the last 1/3 of the airstrip, he got nervous and applied the brakes hard. The airplane subsequently nosed over and came to rest inverted substantially damaging the vertical stabilizer and rudder. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane 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 excessive brake pressure which resulted in the airplane nosing over and coming to rest inverted.

### Findings

<b>Personnel issues</b>	Use of equip/system - Pilot
<b>Aircraft</b>	Brake - Incorrect use/operation
<b>Aircraft</b>	Surface speed/braking - Incorrect use/operation



## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Nose over/nose down (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	February 28, 2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	285 hours (Total, all aircraft), 42 hours (Total, this make and model), 235 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Kitfox	<b>Registration:</b>	N696CP
<b>Model/Series:</b>	S7	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2021	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	KA19108403
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	July 17, 2021 Condition	<b>Certified Max Gross Wt.:</b>	1550 lbs
<b>Time Since Last Inspection:</b>	11 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	41.6 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	912STI
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	155
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KOGD,4439 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	15:53 Local	<b>Direction from Accident Site:</b>	72°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	290°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.11 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Ogden, UT (ORD)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Hooper, UT	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Private N/A	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	1500 ft msl	<b>Runway Surface Condition:</b>	Dry;Vegetation
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	41.175062,-112.13627(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Keliher, Zoe
<b>Additional Participating Persons:</b>	John Hansen; Federal Aviation Administration; Salt Lake City, UT
<b>Original Publish Date:</b>	April 20, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=103986">https://data.ntsb.gov/Docket?ProjectID=103986</a>

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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](#).