



Aviation Investigation Final Report

Location:	Tomahawk, Wisconsin	Accident Number:	CHI02LA003
Date & Time:	October 9, 2001, 12:11 Local	Registration:	N1195F
Aircraft:	Kainz Kitfox IV	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said while he was at 3,000 feet and conducting a slow flight maneuver, the airplane's right wing dropped suddenly and the airplane entered a spin. The pilot said he tried to recover but couldn't stop the right turning spin. The pilot said that about 2 1/2 spins from the tree tops, he pulled back on the stick. The airplane's nose came up and slowed just prior to the impact with the trees. An examination of the airplane revealed no anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadvertent stall/spin encountered by the pilot during a slow flight maneuver. Factors relating to this accident were the low airspeed and the trees.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
2. (F) AIRSPEED - LOW - PILOT IN COMMAND

3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. (F) OBJECT - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On October 9, 2001, at 1211 central daylight time, a Kainz Kitfox IV, N1195F, piloted by a private pilot, was destroyed when it departed controlled flight and impacted trees and the ground near Tomahawk, Wisconsin. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under the provisions of 14 CFR Part 91 without a flight plan. The pilot and passenger on board the airplane both sustained serious injuries in the accident. The local flight originated off of Lake Mohawksin, near Tomahawk, Wisconsin, at 1135.

A witness stated he saw the airplane spiral straight down into the trees.

In his written statement, the pilot said while he was at 3,000 feet and conducting a slow flight maneuver, the airplane's right wing dropped suddenly and the airplane entered a spin. The pilot said he tried to recover but couldn't stop the right turning spin. The pilot said that about 2 1/2 spins from the tree tops, he pulled back on the stick. The airplane's nose came up and slowed just prior to the impact with the trees.

A Federal Aviation Administration inspector examined the airplane at the accident site. The airplane was resting on its nose among pine trees along the edge of a lake. Several broken pine tree boughs rested on the ground near the airplane. The airplane's engine, engine cowling, engine mounts, firewall, and forward fuselage were crushed aft. Both wings were crushed aft along the leading edges and showed several tears in the fabric skin. The airplane's right flap and aileron were broken off and found suspended in the trees. The floats were bent upward and aft. The aft fuselage showed skin wrinkles. The left horizontal stabilizer and elevator were bent aft. One of the three propeller blades was broken off near the hub. Another blade showed leading edge nicks and chordwise scratches. Flight control continuity was confirmed. An examination of the engine, engine controls and other airplane systems revealed no anomalies.

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 None	Last FAA Medical Exam:	January 4, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	397 hours (Total, all aircraft), 340 hours (Total, this make and model), 365 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Kainz	Registration:	N1195F
Model/Series:	Kitfox IV	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1653
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	February 26, 2001 Annual	Certified Max Gross Wt.:	1050 lbs
Time Since Last Inspection:	108 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	342 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	582UL
Registered Owner:	Christopher A. Kainz	Rated Power:	65 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RRL,1317 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:		Direction from Accident Site:	167°
Lowest Cloud Condition:	Scattered / 4600 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 5500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tomahawk, WI	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:35 Local	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	45.470836,-89.719635(est)

Administrative Information

Investigator In Charge (IIC):	Bowling, David
Additional Participating Persons:	Bob Brandt; Federal Aviation Administration; Milwaukee, WI
Original Publish Date:	January 2, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53600

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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](#).