



# Aviation Investigation Final Report

<b>Location:</b>	Ashland, Oregon	<b>Accident Number:</b>	SEA02LA021
<b>Date &amp; Time:</b>	December 29, 2001, 14:50 Local	<b>Registration:</b>	N38DK
<b>Aircraft:</b>	King Kitfox IV	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported in a written statement that during the landing roll and as the aircraft was slowing, he applied the brakes to make a turn onto the taxiway. The pilot stated that when he applied the brakes, they "grabbed" and the aircraft nosed over. After the accident, the pilot reported to a state trooper that he applied the brakes a little hard to make a turn off and flipped over. The pilot reported no mechanical failures or malfunctions with the aircraft at the time. The pilot also reported that this was the first flight in a tail wheel equipped aircraft in the previous five months.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive use of brakes. A factor was the pilot's lack of recent experience in type of aircraft.

## Findings

Occurrence #1: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
2. (F) LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND



## Factual Information

On December 29, 2001, at 1450 Pacific standard time, an experimental Kitfox IV, N38DK, registered to and operated by the pilot as a 14 CFR Part 91 personal flight, nosed over during the landing roll at Ashland Municipal airport, Ashland, Oregon. Visual meteorological conditions prevailed and no flight plan was filed. The aircraft was substantially damaged and the commercial pilot, the sole occupant, was not injured. The flight originated from a private airstrip in Ruch, Oregon, about 50 minutes prior to the accident.

In a written statement, the pilot reported that this was the first tail wheel equipped aircraft he had landed on an asphalt surface in the previous five months. The pilot reported that the landing and roll out were normal until the aircraft had slowed to about 15 mph and approaching the turnoff taxiway. The pilot stated that when he applied the brakes to accomplish the turn, the brakes grabbed and the aircraft nosed over.

A witness to the accident, an Oregon State Police trooper returning from a game flight and was in the pattern at the time, reported that "The aircraft looked to be (hot) fast as he landed approximately 200 to 300 feet down the runway." The trooper further stated that approximately half way down the runway, the aircraft nosed over coming to rest on its back. After the accident, the pilot stated to the trooper that he "applied the brakes a little hard to make a turn off and flipped over."

The pilot reported no mechanical failures or malfunctions with the aircraft at the time of the accident. The pilot also reported on the Pilot/Operator Aircraft Accident Report Form 6120.1/2 under Recommendation (How Could This Accident Have Been Prevented), "more recent and thorough review of tail wheel ops and limitations."

The Ashland runway is 3,603 feet long and 75 feet wide. The surface is asphalt and was dry at the time.

The pilot reported that the weather at the time was clear with a variable wind at three knots. The temperature was approximately 50 degrees F.

## Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight engineer	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	November 8, 2001
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	December 8, 2001
<b>Flight Time:</b>	6000 hours (Total, all aircraft), 10 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	King	<b>Registration:</b>	N38DK
<b>Model/Series:</b>	Kitfox IV	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	1537
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	November 1, 2001 Annual	<b>Certified Max Gross Wt.:</b>	1050 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	202 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	582
<b>Registered Owner:</b>	David M. Palmer	<b>Rated Power:</b>	66 Horsepower
<b>Operator:</b>		<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>	MFR,1331 ft msl	<b>Distance from Accident Site:</b>	14 Nautical Miles
<b>Observation Time:</b>	14:56 Local	<b>Direction from Accident Site:</b>	290°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 6000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.93 inches Hg	<b>Temperature/Dew Point:</b>	11°C / 7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Ruch, OR	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	ashland, OR (S03 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Ashland Muni S03	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1885 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	30	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3603 ft / 75 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	42.150665,-122.530715(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eckrote, Debra
<b>Additional Participating Persons:</b>	Johnny D Miller; FAA-FSDO; Hillsboro, OR
<b>Original Publish Date:</b>	May 30, 2003
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=53969">https://data.nts.gov/Docket?ProjectID=53969</a>

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