



Aviation Investigation Final Report

Location:	Fairmont, Minnesota	Accident Number:	CHI02LA156
Date & Time:	July 4, 2002, 09:30 Local	Registration:	N76WH
Aircraft:	Hale Kitfox Model III	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot attempted to depart an alfalfa field adjacent to his home. After becoming airborne, he crossed a road and a railroad track adjacent to the field, and impacted a tree line running along the tracks. The pilot held a student pilot certificate without a solo endorsement.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure by the pilot to obtain adequate clearance from the tree line, as well as a failure to abort the takeoff in a timely manner. A contributing factor was the tree line.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF

Findings

1. (F) OBJECT - TREE(S)
2. (C) CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
3. LACK OF CERTIFICATION - PILOT IN COMMAND
4. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF



Factual Information

On July 4, 2002, at 0930 central daylight time, an amateur-built Hale Kitfox Model III, N76WH, piloted by a student pilot, was substantially damaged when it failed to clear a tree line adjacent to the departure field after takeoff. The airplane was departing from an alfalfa field eight miles north of Fairmont, Minnesota. Visual meteorological conditions prevailed. The flight was being conducted under the provisions of 14 CFR Part 91 and was originating at the time of the accident. The pilot reported no injuries.

The pilot reported to a police officer on-scene that he had decided to taxi the airplane on the field adjacent to his home. The pilot noted that as he neared the road and trees, he had to pull up in an attempt to clear them. He flew over the road and railroad tracks, but failed to clear the trees. The officer's notes stated that although the pilot said he was not actually flying, a child nearby told the officer that the airplane was airborne for quite awhile.

FAA records indicate the pilot was issued a student pilot/third class medical certificate on June 12, 2002. The FAA inspector on-scene noted that the pilot did not have a solo endorsement on his student pilot certificate.

Pilot Information

Certificate:	Student	Age:	52, Male
Airplane Rating(s):	None	Seat Occupied:	Front
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 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 12, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	120 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hale	Registration:	N76WH
Model/Series:	Kitfox Model III	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	756
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:		Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FRM,1162 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	09:35 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 14 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	24°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	Unknown
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

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:	43.660556,-94.415557

Administrative Information

Investigator In Charge (IIC):	SORENSEN, TIM
Additional Participating Persons:	O T Frampton; FAA – Minneapolis FSDO; Minneapolis, MN
Original Publish Date:	April 18, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=54950

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