



# Aviation Investigation Final Report

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<b>Location:</b>	Evansville, Wisconsin	<b>Accident Number:</b>	CHI03LA012
<b>Date &amp; Time:</b>	October 27, 2002, 11:30 Local	<b>Registration:</b>	N192MB
<b>Aircraft:</b>	Mork Kitfox III	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The amateur-built airplane sustained substantial damage during a forced landing to a cornfield after a loss of engine power. The pilot reported that he was turning from left base to final when the engine failed. He reported, "I applied power and the engine would not come up in RPM's and/or seized." He landed in a cornfield about 500 feet from the approach end of his private grass airstrip. The inspection of the engine and flight controls revealed continuity and no anomalies were noted. The engine was removed from the airframe and placed on an engine test stand. The engine started without effort and produced power as designed. No abnormalities were noted. The pilot reported that the local temperature was 5 degrees Celsius and the dew point was - 3 degrees Celsius. The Transport Canada Carburetor Icing Chart indicates that the possibility of "Serious icing" existed when "descent power" was used.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of power for undetermined reasons. A contributing factor is the unsuitable terrain.

## Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

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Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND
4. TERRAIN CONDITION - CROP

## Factual Information

On October 27, 2002, at 1130 central standard time, an amateur-built Mork Kitfox III, N192MB, sustained substantial damage during a forced landing to a cornfield after a loss of engine power. The private pilot was not injured. The Title 14 CFR Part 91 personal flight departed from the pilot's grass airstrip near Evansville, Wisconsin, at 1000, on a local flight. Visual meteorological conditions prevailed. No flight plan was filed.

The pilot reported that he was turning from left base to final when the engine failed to respond. He reported, "I applied power and the engine would not come up in RPM's and/or seized." He landed in a cornfield about 500 feet from the approach end of his private grass airstrip.

A Federal Aviation Administration (FAA) airworthiness inspector examined the airplane. He reported that during the initial inspection, the engine and flight controls exhibited continuity and no anomalies were noted.

The inspection of the engine revealed the following: the cylinder compression was good; the carburetor bowls contained clean automotive fuel; the throttle slides moved freely; the intake manifold were properly installed; and the air filter was normal. The carburetor was removed and the rotary valve was inspected with no defects found. The rotary timing was correct. The pistons and combustion chambers were checked with no defects found. The piston rings were free within the ring grooves and there was no carbon buildup on the piston domes.

The engine was removed from the airframe and placed on an engine test stand. The FAA inspector who was present during the engine run reported, "The engine started without effort and produced power as designed. No abnormalities were noted."

The pilot reported that the local temperature at Evansville, Wisconsin, was 5 degrees Celsius and the dew point was - 3 degrees Celsius. The Transport Canada Carburetor Icing Chart indicates that the possibility of "Serious icing" existed when "descent power" was used.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	February 13, 2002
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	April 28, 2001
<b>Flight Time:</b>	354 hours (Total, all aircraft), 140 hours (Total, this make and model), 313 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mork	<b>Registration:</b>	N192MB
<b>Model/Series:</b>	Kitfox III	<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>	1102
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 29, 2002 Annual	<b>Certified Max Gross Wt.:</b>	1050 lbs
<b>Time Since Last Inspection:</b>	4 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	224 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	582LC
<b>Registered Owner:</b>	James C. Bembinster	<b>Rated Power:</b>	65 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>	MSN,887 ft msl	<b>Distance from Accident Site:</b>	60 Nautical Miles
<b>Observation Time:</b>	11:53 Local	<b>Direction from Accident Site:</b>	300°
<b>Lowest Cloud Condition:</b>	Few / 3000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.28 inches Hg	<b>Temperature/Dew Point:</b>	4°C / -3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Evansville, WI	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Private Airstrip	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	1000 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	09	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1000 ft / 85 ft	<b>VFR Approach/Landing:</b>	Forced landing

## 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>	42.769344,-89.289115(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Silliman, James
<b>Additional Participating Persons:</b>	Steve Riding; FAA Milwaukee FSDO; Milwaukee, WI
<b>Original Publish Date:</b>	April 18, 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.ntsb.gov/Docket?ProjectID=55964">https://data.ntsb.gov/Docket?ProjectID=55964</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).