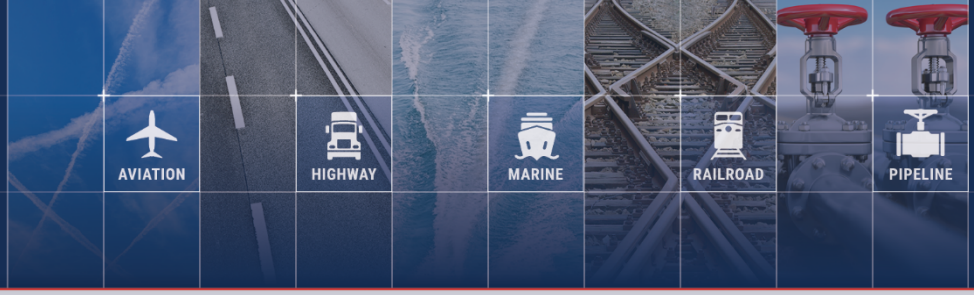

Aviation Investigation Final Report

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

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

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

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

Certificate:	Private	**Age:**	52,Male
Airplane Rating(s):	Single-engine land	**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--w/ waivers/lim	**Last FAA Medical Exam:**	February 13, 2002
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	April 28, 2001
Flight Time:	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

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

Airport Information

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

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:**	42.769344,-89.289115(est)

Administrative Information

Investigator In Charge (IIC):	Silliman, James
Additional Participating Persons:	Steve Riding; FAA Milwaukee FSDO; Milwaukee, WI
Original Publish Date:	April 18, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=55964