



Aviation Investigation Final Report

Location:	Independence, Oregon	Accident Number:	SEA03LA039
Date & Time:	February 13, 2003, 10:15 Local	Registration:	N110DK
Aircraft:	Kesterson Nieuport 11	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The commercial pilot reported that the airplane (powered by a 60 horsepower Volkswagen engine) yawed to the right immediately after liftoff. The pilot aborted the takeoff and the airplane settled back onto the ground, well right of the runway. After touching down, the airplane encountered soft/muddy terrain and nosed over. The pilot indicated that his last flight review, conducted in a Cessna 175, was completed on May 15, 1992.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Aircraft control not maintained during takeoff. Factors include soft/muddy terrain.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: TAKEOFF - ABORTED

Findings

1. (F) TERRAIN CONDITION - MUDDY
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On February 13, 2003, about 1015 Pacific standard time, an experimental Kesterson Nieuport 11 airplane, N110DK, sustained substantial damage following an aborted takeoff and subsequent nose over at the Independence State Airport, Independence, Oregon. The commercial pilot, the sole occupant of the airplane, was not injured. The airplane is owned by the pilot, and was being operated as a personal flight under the provisions of Title 14, CFR Part 91, when the accident occurred. Visual meteorological conditions prevailed and no flight plan had been filed for the local flight.

During a telephone conversation with an investigator from the National Transportation Safety Board, and subsequent written statement (attached), the pilot reported that the airplane (powered by a 60 horsepower Volkswagen engine) yawed to the right immediately after liftoff. The pilot aborted the takeoff and the airplane settled back onto the ground, well right of the runway. After touching down, the airplane encountered soft/muddy terrain and nosed over.

In his written report, the pilot indicated that his last flight review, conducted in a Cessna 175, was completed on May 15, 1992.

Pilot Information

Certificate:	Commercial	Age:	62, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	May 15, 1992
Flight Time:	800 hours (Total, all aircraft), 1 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Kesterson	Registration:	N110DK
Model/Series:	Nieuport 11	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	006
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	January 24, 2003 Annual	Certified Max Gross Wt.:	830 lbs
Time Since Last Inspection:	0.25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	0.25 Hrs at time of accident	Engine Manufacturer:	Volkswagen
ELT:	Not installed	Engine Model/Series:	1835 cc
Registered Owner:	Clayton C. Kesterson	Rated Power:	60 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:	KSLE, 214 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	09:56 Local	Direction from Accident Site:	237°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.75 inches Hg	Temperature/Dew Point:	8°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Independence, OR (7S5)	Type of Flight Plan Filed:	None
Destination:	(7S5)	Type of Clearance:	None
Departure Time:	10:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	INDEPENDENCE STATE 7S5	Runway Surface Type:	Asphalt
Airport Elevation:	176 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	3000 ft / 60 ft	VFR Approach/Landing:	None

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:	44.866943,-123.208335

Administrative Information

Investigator In Charge (IIC): Hogenson, Dennis

Additional Participating Persons: Al Dilay; Hillsboro, Oregon

Original Publish Date: May 13, 2003

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=56499>

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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](#).