



Aviation Investigation Final Report

Location:	Crescent City, Florida	Accident Number:	SEA05LA073
Date & Time:	April 10, 2005, 19:30 Local	Registration:	N704LS
Aircraft:	Shorethose Kitfox Series 5	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that the airplane developed a rough running engine and he elected to make a precautionary landing. He stated the touchdown and initial rollout was normal, however the airplane encountered a soft/muddy area on the runway and nosed over. In a written statement submitted to the NTSB, the pilot reported that the "airplane made [a] precautionary landing and after rollout -during taxi to get off runway- airplane encountered a soft muddy area and flipped over." The pilot's statement made no reference as to the cause of the rough running engine.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Aircraft handling not maintained during the landing rollout. Factors include soft terrain.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - SOFT

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

On April 10, 2005, about 1930 eastern daylight time, a tail-wheel equipped, experimental category, Shorethorse Kitfox Series 5, N704LS, sustained substantial damage subsequent to a nose-over during landing at Jim Finlay Farm Airport (28FL), Crescent City, Florida. The airplane is owned by the pilot and was being operated as a visual flight rules (VFR) cross-country flight under the provisions of Title 14, CFR Part 91, when the accident occurred. The private pilot, the sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed and no flight plan had been activated for the flight that originated from Donalsonville, Georgia, (17J), approximately two hours and thirty minutes prior to the accident.

During a telephone conversation with the National Transportation Safety Board IIC, on April 12, the pilot reported that the airplane developed a rough running engine and he elected to make a precautionary landing. He stated the touchdown and initial rollout was normal, however the airplane encountered a soft/muddy area on the runway and nosed over.

In a written statement dated April 19, the pilot reported that the "airplane made [a] precautionary landing and after rollout -during taxi to get off runway- airplane encountered a soft muddy area and flipped over."

The pilot's statement made no reference as to the cause of the rough running engine.

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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 Without waivers/limitations	Last FAA Medical Exam:	May 1, 2004
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	216 hours (Total, all aircraft), 20 hours (Total, this make and model), 216 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Shorethose	Registration:	N704LS
Model/Series:	Kitfox Series 5	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	59901-0184
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 1, 2004 Annual	Certified Max Gross Wt.:	1550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	284 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed	Engine Model/Series:	912 S
Registered Owner:	Clifford G. Dow	Rated Power:	100 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:	KPSG,29 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	19:35 Local	Direction from Accident Site:	109°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	17°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Donalsonville, GA (17J)	Type of Flight Plan Filed:	None
Destination:	Crescent City , FL (28FL)	Type of Clearance:	VFR
Departure Time:	17:00 Local	Type of Airspace:	

Airport Information

Airport:	JIM FINLAY FARM 28FL	Runway Surface Type:	Grass/turf
Airport Elevation:	40 ft msl	Runway Surface Condition:	Soft;Vegetation;Wet
Runway Used:	18	IFR Approach:	Unknown
Runway Length/Width:	2400 ft / 100 ft	VFR Approach/Landing:	Unknown

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:	29.441667,-81.583053

Administrative Information

Investigator In Charge (IIC):	Hogenson, Dennis
Additional Participating Persons:	Alan Nemcik; Orlando FSDO ; Orlando, FL
Original Publish Date:	October 27, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=61297

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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](#).