



# Aviation Investigation Final Report

<b>Location:</b>	Proctorville, Ohio	<b>Accident Number:</b>	CHI07CA007
<b>Date &amp; Time:</b>	October 10, 2006, 17:20 Local	<b>Registration:</b>	N5103R
<b>Aircraft:</b>	Steinbaum Kitfox IV	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The amateur-built airplane was damaged during a forced landing following a loss of engine power while in the traffic pattern for landing. The pilot reported that the airplane's engine lost power "at the point of left downwind to base." He reported that the airplane was at 500 feet above ground level and over a river when the loss of power occurred. There was a soccer field with children playing on his left side and residences on his right side. He reported that he chose a field that he estimated to be 400 feet long and attempted an off-airport landing. He touched down on the left main landing gear first due to an incline in the field and trees and a brush pile that he avoided during the landing approach. He reported that the landing gear mount failed and the airplane slid to a stop. The pilot reported that subsequent to the accident the automotive style fuel line filter was found to be obstructed.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The blocked fuel filter which resulted in the loss of engine power. The residential area where the power loss occurred, the trees, the sloped landing site, and the unsuitable terrain encountered during the forced landing were contributing factors.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (C) FUEL SYSTEM, FILTER - BLOCKED(TOTAL)

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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

2. (F) TERRAIN CONDITION - RESIDENTIAL AREA

3. (F) OBJECT - TREE(S)

4. (F) TERRAIN CONDITION - OTHER

5. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND

## Factual Information

The amateur-built airplane was damaged during a forced landing following a loss of engine power while in the traffic pattern for landing. The pilot reported that the airplane's engine quit "at the point of left downwind to base." He reported that the airplane was at 500 feet above ground level and over a river when the loss of power occurred. There was a soccer field with children playing on his left side and residences on his right side. He reported that he chose a field that he estimated to be 400 feet long and attempted an off-airport landing. He touched down on the left main landing gear first due to an incline in the field and trees and a brush pile that he avoided during the landing approach. He reported that the landing gear mount failed and the airplane slid to a stop. The pilot reported that subsequent to the accident the automotive style fuel line filter was found to be obstructed.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	
<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 With waivers/limitations	<b>Last FAA Medical Exam:</b>	September 1, 2006
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	December 1, 2004
<b>Flight Time:</b>	417 hours (Total, all aircraft), 21 hours (Total, this make and model), 21 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Steinbaum	<b>Registration:</b>	N5103R
<b>Model/Series:</b>	Kitfox IV	<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>	1672
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 1, 2006 Condition	<b>Certified Max Gross Wt.:</b>	1050 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	94 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	65
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	65
<b>Operator:</b>	On file	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	HUNTINGTON, WV (I41 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:00 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	38.458332,-82.319999

## Administrative Information

**Investigator In Charge (IIC):** Brannen, John

**Additional Participating Persons:**

**Original Publish Date:** November 29, 2007

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=64800>

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