



Aviation Investigation Final Report

Location:	Centerville, Texas	Accident Number:	DFW07CA098
Date & Time:	April 28, 2007, 18:00 Local	Registration:	N674F
Aircraft:	Flagg Kitfox IV	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The 80-horsepower engine on the single-engine experimental airplane lost power during the initial takeoff climb from runway 06. The 133-hour private pilot added that the engine began sputtering and running rough during the initial climb. The pilot added that he tried to pull the choke and alter the throttle settings in an attempt to regain engine power, to no avail. The pilot initiated a forced landing to a nearby clearing; however, the pilot did not have sufficient altitude and the airplane landed in trees. The airplane came to rest suspended in trees in a near vertical nose low attitude. The pilot was able to exit the airplane without injuries. Post-accident inspection of the engine revealed that the carburetor rubber flange coupler had failed, which resulted in the reported loss of engine power. The pilot added that the coupler (part number 267788) needs to have Kevlar material added in the injection mold process to prevent similar mishaps. The airplane sustained structural damage to both wings. The longeron and horizontal stabilizer were both bent. The airplane and engine were reported to have accumulated a total of 275-hours since new. The weather at the nearest weather reporting station located approximately 29 miles to the north north-east of the accident site reported calm winds, clear skies, and 20-statute mile visibility.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power due to the failure of the air induction ducting. A contributing factor was the lack of suitable terrain for the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) INDUCTION AIR DUCTING - FAILURE

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

2. (F) TERRAIN CONDITION - NONE SUITABLE
3. OBJECT - TREE(S)

Occurrence #4: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: EMERGENCY DESCENT/LANDING

Factual Information

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Pilot Information

Certificate:	Private	Age:	59, 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 With waivers/limitations	Last FAA Medical Exam:	October 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	133 hours (Total, all aircraft), 3 hours (Total, this make and model), 106 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Flagg	Registration:	N674F
Model/Series:	Kitfox IV	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1674
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 1, 2006 Condition	Certified Max Gross Wt.:	1050 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	275 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912ul
Registered Owner:	Marwynne Kuhn	Rated Power:	80 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:	KPSN	Distance from Accident Site:	29 Nautical Miles
Observation Time:	17:00 Local	Direction from Accident Site:	9°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Centerville, TX (TE01)	Type of Flight Plan Filed:	None
Destination:	(0TE4)	Type of Clearance:	None
Departure Time:	18:00 Local	Type of Airspace:	

Airport Information

Airport:	Dillard Ranch Airport TE01	Runway Surface Type:	Grass/turf
Airport Elevation:	225 ft msl	Runway Surface Condition:	Dry
Runway Used:	06	IFR Approach:	None
Runway Length/Width:	3100 ft / 90 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:	

Administrative Information

Investigator In Charge (IIC):	Casanova, Hector
Additional Participating Persons:	Carl Thomas; Houston, Texas; Houston, TX
Original Publish Date:	June 27, 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=65656

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