



Aviation Investigation Final Report

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| Location: | Crescent City, Florida | Accident Number: | MIA08LA007 |
| Date & Time: | October 23, 2007, 17:30 Local | Registration: | N61AC |
| Aircraft: | Catchot Angus Kitfox IV | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

While climbing through 1,100 feet after takeoff the engine's power began to decrease. The pilot stated he applied carburetor heat, turned on the auxiliary fuel pump and tried unsuccessfully to regain engine power. While making a forced landing the airplane collided with trees. Post crash examination showed both fuel tanks contained about 18 gallons of fuel. The engine was started and operated for 2 minutes at low power with no evidence of failure or malfunction.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power for undetermine reasons.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CLIMB

Findings
1. REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. OBJECT - TREE(S)

Factual Information

On October 23, 2007, at 1800, eastern daylight time, a Kitfox IV experimental airplane, N61AC, collided with trees during an emergency landing near Crescent City, Florida. The airplane was substantially damaged, and the student pilot was uninjured. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was registered to and operated by a private individual under the provisions of Title 14 Code of Federal Regulation Part 91.

The pilot stated that after his preflight inspection, he flew southeast over Crescent City Lake. He said that the engine began to slow down when the airplane was at an altitude of 1,100. He immediately applied carburetor heat and turned on the auxiliary fuel pump. Although all the instruments appeared in the normal range, the engine continued to slow down and then "quit." He said that he tried unsuccessfully to restart the engine. Subsequently, he made an emergency landing in a field and collided with trees.

Examination of the airplane by a Federal Aviation Administration inspector revealed that both wings were separated from the fuselage at the wing roots. Approximately 18 gallons of fuel were in both wing tanks.

After recovery of the airplane the pilot and an airframe & powerplant mechanic supplied the engine with fuel from the wing tanks and started the engine. The engine ran for 2-3 minutes at a low rpm, and no mechanical problems were found.

Student pilot Information

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| Certificate: | Student | Age: | 42, 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: | Sport pilot None | Last FAA Medical Exam: | |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 70 hours (Total, all aircraft), 60 hours (Total, this make and model), 45 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | Catchot Angus | Registration: | N61AC |
| Model/Series: | Kitfox IV | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | Yes |
| Airworthiness Certificate: | Experimental (Special) | Serial Number: | 09410-0025 |
| Landing Gear Type: | Tricycle | Seats: | 1 |
| Date/Type of Last Inspection: | September 1, 2007 Annual | Certified Max Gross Wt.: | 1200 lbs |
| Time Since Last Inspection: | 4 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 91 Hrs as of last inspection | Engine Manufacturer: | Mosler |
| ELT: | Installed, activated, aided in locating accident | Engine Model/Series: | Mosler 2180 |
| Registered Owner: | Mark L. Thomson | Rated Power: | 82 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KOMN,29 ft msl | Distance from Accident Site: | 26 Nautical Miles |
| Observation Time: | 16:50 Local | Direction from Accident Site: | 113° |
| Lowest Cloud Condition: | Scattered / 4400 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 6 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 170° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.9 inches Hg | Temperature/Dew Point: | 33°C / 24°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Crescent Ctiy , FL (2FA5) | Type of Flight Plan Filed: | None |
| Destination: | Crescent City, FL (2FA5) | Type of Clearance: | |
| Departure Time: | 17:20 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|---------------------------|----------------------------------|----------------|
| Airport: | Thunderbird Air Park 2FA5 | Runway Surface Type: | |
| Airport Elevation: | 67 ft msl | Runway Surface Condition: | |
| Runway Used: | | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | Forced landing |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------|
| 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: | 29.472221,-81.572219 |

Administrative Information

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| Investigator In Charge (IIC): | Alleyne, Eric |
| Additional Participating Persons: | Chet Orgalizek; Orlando FSDO; Orlando, FL |
| Original Publish Date: | August 28, 2008 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=66957 |

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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](#).