



Aviation Investigation Final Report

Location:	N. Bonneville, Washington	Accident Number:	LAX08CA022
Date & Time:	October 29, 2007, 17:15 Local	Registration:	N46361
Aircraft:	Bagnall Harold E Kitfox Lite 2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot approached an island and spotted a suitable location on the sand to practice emergency landings. He was about 10 feet above the sand when he started his climb to the west. Approaching the end of the island he saw a boat to the southwest, and there was a reflection of the sun on the water restricting his visibility. About 75 feet above ground level, the pilot maneuvered to the right to avoid flying too close to the boat. The pilot felt an indication of a stall and lowered the nose of the airplane. The airplane impacted the Columbia River, shattering the windshield and opening both doors. The airplane sank immediately; the crew egressed and swam ashore. The pilot reported that there were no preimpact mechanical malfunctions or failures.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain an adequate airspeed while maneuvering at low altitude that resulted in a stall-mush condition and collision with the water.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. LOW ALTITUDE FLIGHT/MANEUVER - ATTEMPTED - PILOT IN COMMAND

2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. (C) STALL/MUSH - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - WATER

Factual Information

On October 28, 2007, about 1715 Pacific standard time, an experimental Bagnall Kitfox Lite 2, N46361, impacted the Columbia River 8 nautical miles southwest of North Bonneville, Washington. The owner was operating the airplane under the provisions of 14 CFR Part 91. The sport pilot and one passenger were not injured. The airplane was substantially damaged. Visual meteorological conditions prevailed, and no flight plan had been filed. The local flight departed Sandy River Airport, Sandy, Oregon, about 1640. The approximate global positioning system (GPS) coordinates of the primary wreckage were 45 degrees 35 minutes north latitude and 122 degrees 08 minutes west longitude.

The pilot stated in the Pilot/Operator Aircraft Accident Report, that when he approached Skamania Island, he spotted a suitable location on the sand to practice emergency landings. He was about 10 feet above the sand when he started his climb to the west. Approaching the end of the island he saw a boat to the southwest. The pilot further stated there was a reflection of the sun on the water restricting his visibility. About 75 feet above ground level, the pilot maneuvered to the right to avoid flying too close to the boat. The pilot felt an indication of a stall and lowered the nose of the airplane. The airplane impacted the Columbia River, which shattered the windshield and popped open both doors. The airplane sank immediately; the crew egressed and swam ashore.

On October 29, 2007 the airplane was recovered from 30 feet of water. The airplane suffered bent wing spars, destroyed engine cowling, and water damage to the entire airplane.

The pilot stated that the airplane and engine had no mechanical failures or malfunctions during the flight.

Pilot Information

Certificate:	Sport Pilot	Age:	54, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	September 1, 2006
Flight Time:	217 hours (Total, all aircraft), 183 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bagnall Harold E	Registration:	N46361
Model/Series:	Kitfox Lite 2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	2L 0010-004
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 1, 2007 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	246 Hrs	Engine Manufacturer:	Rotax
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	503
Registered Owner:	Douglas Nelsen	Rated Power:	52 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:	TTD	Distance from Accident Site:	
Observation Time:	16:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	17°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sandy , OR (03S)	Type of Flight Plan Filed:	None
Destination:	(03S)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Sandy River Airport 03S	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	McKenny, Van
Additional Participating Persons:	Bob McMahn; Federal Aviation Administration; Portland, OR
Original Publish Date:	December 20, 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=66978

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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](#).