



Aviation Investigation Final Report

Location:	FlyingBar Ranch, Missouri	Accident Number:	DEN08CA093
Date & Time:	May 24, 2008, 12:20 Local	Registration:	N108KX
Aircraft:	Kitfox IV 1200	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot and non-rated passenger were departing the airfield on runway 24. After becoming airborne they encountered several wind gusts. The pilot failed to control the airplane causing the float-equipped airplane to catch one of the floats in the trees at the departure end of the runway. The airplane nosed over and impacted the ground. The pilot was not injured, the passenger received minor injuries, and the airplane sustained substantial damage to the fuselage frame forward of the cockpit. The pilot stated the airplane was being operated near maximum gross weight and that there was a quartering tailwind with gusts occurring during the takeoff.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper decision to takeoff with a quartering tailwind and failure to maintain aircraft control. Contributing to the accident were the gusting tailwind and operating the airplane near maximum gross weight.

Findings

Environmental issues	Tailwind - Contributed to outcome
Environmental issues	Gusts - Contributed to outcome
Personnel issues	Aircraft control - Pilot
Aircraft	Crosswind correction - Not attained/maintained
Environmental issues	Tree(s) - Not specified
Personnel issues	(general) - Pilot

Factual Information

History of Flight

Initial climb	Other weather encounter
Initial climb	Loss of control in flight (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	45, 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:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	May 1, 2007
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1500 hours (Total, all aircraft), 24 hours (Total, this make and model), 1400 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Kitfox IV	Registration:	N108KX
Model/Series:	1200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1908
Landing Gear Type:	Amphibian	Seats:	
Date/Type of Last Inspection:	May 1, 2008 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	912ul
Registered Owner:	Lenair Corporation	Rated Power:	80 Horsepower
Operator:	Kennith Hiller	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SGF	Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	16 knots / 21 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	22°C / 17°C
Precipitation and Obscuration:			
Departure Point:	FlyingBar Ranch, MO (M02)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Dummy m02	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	2640 ft / 70 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	37.174999,-93.12889

Administrative Information

Investigator In Charge (IIC):	Baker, Daniel
Additional Participating Persons:	Greg Shetterly
Original Publish Date:	June 30, 2008
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=68083

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).