



Aviation Investigation Final Report

Location:	Hartford, Connecticut	Accident Number:	CHI08LA185
Date & Time:	July 8, 2008, 10:15 Local	Registration:	N767JD
Aircraft:	TRAXLER JOHN N KITFOX	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was practicing touch-and-go landings with a passenger in his experimental tailwheel-equipped airplane. On the fourth touch and go, the pilot decided to land on a different runway with a mild crosswind, where he veered off the right side of the runway. He tried to conduct a go-around, but departed the right side of the runway and hit a taxiway sign, resulting in substantial damage to the airplane. The pilot's written statement suggested that his inexperience in tailwheel aircraft was likely the root cause and that additional training in tailwheel aircraft was appropriate.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to compensate for crosswinds resulting in a loss of directional control while landing. Contributing to the accident was the pilot's lack of experience and training in tailwheeled airplanes.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Response/compensation
Personnel issues	Total experience w/ equipment - Pilot

Factual Information

History of Flight

Landing-landing roll	Runway excursion (Defining event)
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On July 8, 2008, approximately 1015 eastern daylight time, an experimental Kitfox 2 Airplane, N767JD, veered off the right side of runway 29 and struck a taxiway sign at the Hartford-Brainard Airport, Hartford Connecticut, resulting in substantial damage to the airplane. The Airline Transport Certificated pilot and his passenger were not injured. Visual meteorological conditions prevailed at the time of the accident and the flight was being operated under the provisions of Title 14 Code of Federal Regulations (CFR) Part 91 without a flight plan. The local flight was for the purpose of practicing takeoffs and landings in the tailwheel airplane.

On the fourth touch and go, the pilot decided to land on a different runway with a mild crosswind and veered off the right side of the runway and hit a taxiway sign. The pilot tried to correct for the veer by using full left command to the rudder. When he wasn't successful, he then attempted a go around with full power. However he went into the grass, which bogged down the acceleration of the airplane before he could get airborne, and the airplane struck a taxiway sign.

The pilot's statement says that his inexperience in tailwheel aircraft was likely the root cause and additional training in tailwheel aircraft was called for.

Pilot Information

Certificate:	Airline transport; Flight engineer; Flight instructor; Military	Age:	50, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	March 6, 2008
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 18, 2008
Flight Time:	14000 hours (Total, all aircraft), 25 hours (Total, this make and model), 7100 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TRAXLER JOHN N	Registration:	N767JD
Model/Series:	KITFOX	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	672
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 29, 2008 Condition	Certified Max Gross Wt.:	950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	246 Hrs	Engine Manufacturer:	ROTAX
ELT:	Installed, not activated	Engine Model/Series:	582UL
Registered Owner:	DILL JEFFREY R	Rated Power:	65 Horsepower
Operator:	DILL JEFFREY R	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KHFD, 19 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:00 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	23°C / 20°C
Precipitation and Obscuration:			
Departure Point:	HARTFORD, CT (HFD)	Type of Flight Plan Filed:	None
Destination:	HARTFORD, CT (HFD)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	HARTFORD-BRAINARD AIRPORT HFD	Runway Surface Type:	Asphalt
Airport Elevation:	18 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	2314 ft / 71 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.741844,-72.65075

Administrative Information

Investigator In Charge (IIC): Dinwiddie, Carl

Additional Participating Persons: William Dekine; FAA Flight Standards District office; WINDSOR LOCKS, CT

Original Publish Date: August 12, 2010

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=69027>

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