



Aviation Investigation Final Report

Location:	Jackson, Georgia	Accident Number:	ERA09CA149
Date & Time:	January 31, 2009, 15:55 Local	Registration:	N620KJ
Aircraft:	D-Fly UL Stork	Aircraft Damage:	Substantial
Defining Event:	Engine shutdown	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot/owner of the experimental, amateur-built airplane was in cruise flight at 1,500 ft above ground level when he shut down the engine by inadvertently activating an unguarded engine cutoff switch that was recently installed on the control stick. After two unsuccessful attempts to restart the engine, he performed an off-field landing to a golf course. During the landing roll the airplane impacted a metal box resulting in damage to the landing gear, propeller, and left wing strut.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent activation of an engine cutoff switch during cruise flight.

Findings

Personnel issues	Incorrect action selection - Pilot
Environmental issues	(general) - Contributed to outcome
Aircraft	Emergency shutdown system - Unintentional use/operation

Factual Information

History of Flight

Enroute	Engine shutdown (Defining event)
Emergency descent	Off-field or emergency landing

Pilot Information

Certificate:	Private	Age:	66, 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:	Class 3 None	Last FAA Medical Exam:	February 27, 1998
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2250 hours (Total, all aircraft), 42 hours (Total, this make and model), 2250 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:	D-Fly	Registration:	N620KJ
Model/Series:	UL Stork	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	002
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	January 25, 2009 Condition	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	44 Hrs at time of accident	Engine Manufacturer:	Continental Motor
ELT:	Not installed	Engine Model/Series:	C90-12F
Registered Owner:	On file	Rated Power:	95 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FFC,808 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	12°C / -4°C
Precipitation and Obscuration:			
Departure Point:	Jackson, GA (62GA)	Type of Flight Plan Filed:	None
Destination:	Griffin, GA (10GA)	Type of Clearance:	None
Departure Time:	15:55 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.319999,-83.942497(est)

Administrative Information

Investigator In Charge (IIC):	Gunther, Todd
Additional Participating Persons:	Thomas S Fisher; FAA FSDO; Atlanta, GA
Original Publish Date:	June 11, 2009
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=73300

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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](#).