



# Aviation Investigation Final Report

<b>Location:</b>	Grinnell, Iowa	<b>Accident Number:</b>	CEN13CA449
<b>Date &amp; Time:</b>	July 27, 2013, 07:15 Local	<b>Registration:</b>	N84SD
<b>Aircraft:</b>	DEAN DAVID E KITFOX CLASSIC 4	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

During the landing on runway 31, the flight encountered a crosswind from the right. Subsequently the airplane ground looped and nosed over. The fuselage and firewall were wrinkled. The pilot stated that there were no mechanical malfunctions or failures prior to the accident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot did not maintain control of the airplane while landing with a crosswind.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
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## Factual Information

### History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
Landing-flare/touchdown	Nose over/nose down

### Pilot Information

Certificate:	Private	Age:	56,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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 With waivers/limitations	Last FAA Medical Exam:	December 2, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 9, 2012
Flight Time:	625 hours (Total, all aircraft), 45 hours (Total, this make and model), 625 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	DEAN DAVID E	Registration:	N84SD
Model/Series:	KITFOX CLASSIC 4	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	001
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 12, 2012 Condition	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	56 Hrs at time of accident	Engine Manufacturer:	Rotec
ELT:		Engine Model/Series:	2800
Registered Owner:	On file	Rated Power:	110 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:	KGGI, 1008 ft msl	Distance from Accident Site:	
Observation Time:	07:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	12°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Grinnell, IA (KGGI)	Type of Flight Plan Filed:	None
Destination:	Grinnell, IA (KGGI)	Type of Clearance:	None
Departure Time:	06:15 Local	Type of Airspace:	

## Airport Information

Airport:	Grinnell Regional Airport KGGI	Runway Surface Type:	Concrete
Airport Elevation:	1008 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	5200 ft / 75 ft	VFR Approach/Landing:	Full stop; Straight-in; Traffic pattern

## Wreckage and Impact Information

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:	41.740459, -92.72097(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Rodi, Jennifer
<b>Additional Participating Persons:</b>	Jeffery F Rock; FAA Flight Standards District Office; Des Moines, IA
<b>Original Publish Date:</b>	December 2, 2013
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=87629">https://data.ntsb.gov/Docket?ProjectID=87629</a>

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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](#).