



Aviation Investigation Final Report

Location:	Afton, Wyoming	Accident Number:	GAA17CA518
Date & Time:	September 2, 2017, 15:00 Local	Registration:	N429NC
Aircraft:	CROFT ROBERT C KITFOX SUPER SPORT	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during landing, the airplane bounced, so he applied power for a go-around. He added that the airplane "immediately banked left sharply." He attempted to recover by using rudder and aileron inputs, but the airplane impacted terrain.

The airplane sustained substantial damage to the fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

A review of recorded data from the automated weather observation station located on the airport revealed that, about 5 minutes before the accident, the wind was calm. The airplane was landing on runway 34.

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 bank control during an attempted go-around.

Findings

Personnel issues

Aircraft control - Pilot

Aircraft

Lateral/bank control - Not attained/maintained

Factual Information

History of Flight

Landing	Hard landing
Approach-VFR go-around	Loss of control in flight (Defining event)
Approach-VFR go-around	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	72, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	April 20, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 5, 2016
Flight Time:	(Estimated) 289.7 hours (Total, all aircraft), 91.1 hours (Total, this make and model), 191.8 hours (Pilot In Command, all aircraft), 27.2 hours (Last 90 days, all aircraft), 13.6 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CROFT ROBERT C	Registration:	N429NC
Model/Series:	KITFOX SUPER SPORT NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2011	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	KA10123166
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 22, 2017 100 hour	Certified Max Gross Wt.:	1550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	175.8 Hrs at time of accident	Engine Manufacturer:	Rotec
ELT:	C91A installed, activated, did not aid in locating accident	Engine Model/Series:	R2800 MKII
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:	KAFO,6221 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	20:55 Local	Direction from Accident Site:	4°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.32 inches Hg	Temperature/Dew Point:	29°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MOUNTAIN HOME, ID (U76)	Type of Flight Plan Filed:	None
Destination:	Afton, WY (AFO)	Type of Clearance:	None
Departure Time:	12:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	AFTON MUNI AFO	Runway Surface Type:	Asphalt
Airport Elevation:	6220 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	7025 ft / 75 ft	VFR Approach/Landing:	Go around;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:	42.702499,-110.942779(est)

Administrative Information

Investigator In Charge (IIC): Benhoff, Kathryn

Additional Participating Persons:

Original Publish Date: December 15, 2017

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=95944>

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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](#).