



National Transportation Safety Board Aviation Accident Final Report

Location:	BREMERTON, WA	Accident Number:	SEA94LA134
Date & Time:	06/01/1994, 1310 PDT	Registration:	N56MD
Aircraft:	KOPP KITFOX II	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

WHILE FLARING FOR LANDING IN VARIABLE WIND CONDITIONS, THE PILOT OF THE KITFOX WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL. HIS REMEDIAL ACTION TAKEN TO REGAIN CONTROL WAS NOT ADEQUATE TO KEEP THE AIRCRAFT FROM DEPARTING THE RUNWAY. AFTER DEPARTING THE RUNWAY THE AIRCRAFT FLIPPED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE REMEDIAL ACTION. FACTORS INCLUDE THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL, AND UNFAVORABLE WINDS.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On June 1, 1994, approximately 1310 Pacific daylight time (PDT), a Kopp Kitfox II, N56MD, flipped over during a landing at Bremerton National Airport, Bremerton, Washington. The private pilot, who was the sole occupant of the aircraft, received minor injuries, and the aircraft sustained substantial damage. The personal pleasure flight, which departed Sanderson Field, Shelton, Washington about 1250 PDT, was in visual meteorological conditions at the time of the accident. No flight plan had been filed, and there was no report of an ELT activation.

The pilot said that he encountered a crosswind while landing, and was unable to maintain directional control. He added power in an attempt to recover, but the aircraft ground looped and flipped over.

Pilot Information

Certificate:	Private	Age:	75, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/30/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1049 hours (Total, all aircraft), 25 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	KOPP	Registration:	N56MD
Model/Series:	KITFOX II KITFOX II	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	737
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	25 Hours	Engine Manufacturer:	ROTAX
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	582LC
Registered Owner:	KOPP, HERSCHEL S.	Rated Power:	65 hp
Operator:	KOPP, HERSCHEL S.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:	SANDERSON FIELD, WA (SHN)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1250 PDT	Type of Airspace:	Class E; Class G

Airport Information

Airport:	BREMERTON NATIONAL (PWT)	Runway Surface Type:	Asphalt
Airport Elevation:	482 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Go Around; Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ORRIN K ANDERSON	Report Date:	02/14/1995
Additional Participating Persons:	SARA MOYE; SEATTLE, WA,		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).