



National Transportation Safety Board Aviation Accident Final Report

Location:	GREENFIELD, IA	Accident Number:	CHI98LA186
Date & Time:	06/02/1998, 1830 CDT	Registration:	N487JS
Aircraft:	Sheets KITFOX II	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that he was using 20-degrees of flaps for takeoff, which is not the normal takeoff configuration, because he was testing a new takeoff technique he had seen in an aviation publication. The pilot stated that the aircraft became airborne, sooner than expected, and drifted to the right of the runway centerline. While the aircraft was drifting across the runway it impacted the ground approximately 30' from the runway centerline. In a telephone conversation with the pilot, he stated that the accident could have been avoided if he had built up additional airspeed before liftoff and after liftoff kept the aircraft low in ground effect.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the initial climb airspeed not obtained/maintained after liftoff by the pilot in command. A factor was the improper compensation for wind conditions by the pilot in command.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRSPEED - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND
2. (F) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On June 2, 1998, at 1830 central daylight time, a Sheets Kitfox II, N487JS, piloted by a private pilot, was destroyed when it impacted the terrain, following a loss of control during takeoff from runway 32 (2500' x 45', dry, asphalt) at the Greenfield Municipal Airport, near Greenfield, Iowa. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 personal flight was not operating on a flight plan. The pilot sustained minor injuries. The one passenger reported no injuries. The local flight was originating at the time of the accident.

According to the pilot's written statement, the pilot was attempting a normal takeoff at the time of the accident. The pilot stated that he was using 20-degrees of flaps for takeoff, which is not the normal takeoff configuration, because he was testing a new takeoff technique he had seen in an aviation publication. The pilot stated that the aircraft became airborne, sooner than expected, and drifted to the right of the runway centerline. While the aircraft was drifting across the runway it impacted the ground approximately 30' from the runway centerline.

In a telephone conversation with the pilot, he stated that the accident could have been avoided if he had built up additional airspeed before liftoff and after liftoff kept the aircraft low in ground effect.

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/17/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	221 hours (Total, all aircraft), 135 hours (Total, this make and model), 182 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Sheets	Registration:	N487JS
Model/Series:	KITFOX II KITFOX II	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	487
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	12/29/1997, Annual	Certified Max Gross Wt.:	950 lbs
Time Since Last Inspection:	47 Hours	Engines:	1 Reciprocating
Airframe Total Time:	187 Hours	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	532UL
Registered Owner:	ROBERT D. FOSTER	Rated Power:	65 hp
Operator:	ROBERT D. FOSTER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AIO, 1182 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	1745 CDT	Direction from Accident Site:	100°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26° C / 12° C
Precipitation and Obscuration:			
Departure Point:	(GFZ)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	GREENFIELD MUNICIPAL (GFZ)	Runway Surface Type:	Asphalt
Airport Elevation:	1361 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	2500 ft / 45 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	STEPHEN A WILSON	Report Date:	02/15/2001
Additional Participating Persons:	MIKE L MCPEAK; DES MOINES, IA		
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/ .		

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