



National Transportation Safety Board Aviation Accident Final Report

Location:	NEENAH, WI	Accident Number:	CHI00LA130
Date & Time:	05/02/2000, 1020 CDT	Registration:	N4956
Aircraft:	Grunska KITFOX IV	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane contacted a tree while landing to the east on a private airstrip (2,000 foot x 80 foot wide grass field). He stated he 'landed short' and added power. He stated, '...we made the runway easily, but bounced once and headed into a tree.' The pilot reported the local winds were out of the east at 12 knots. Inspection of the accident site revealed the airplane traveled off the north side of the airstrip where it contacted a tree.

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 directional control of the airplane while landing. A factor associated with the accident was the tree that the airplane contacted.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

2. (F) OBJECT - TREE(S)

Factual Information

On May 2, 2000, at 1020 central daylight time, a Kitfox IV, N4956, collided with trees following a loss of control while landing on a private airstrip on Neenah, Wisconsin. The private pilot received a minor injury and the passenger was not injured. The airplane was substantially damaged. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions without a flight plan. The local flight originated at approximately 0930 cdt.

The pilot was landing to the east on a 2,000 foot long, 80 foot wide grass field. He stated he "landed short" and added power. He stated, "...we made the runway easily, but bounced once and headed into a tree."

The pilot reported the local winds were out of the east at 12 knots. Inspection of the accident site revealed the airplane traveled off the north side of the airstrip where it contacted a tree.

Pilot Information

Certificate:	Private	Age:	82
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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	04/28/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	200 hours (Total, all aircraft), 48 hours (Total, this make and model), 175 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grunska	Registration:	N4956
Model/Series:	KITFOX IV KITFOX IV	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	1428
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	05/02/2000, Continuous Airworthiness	Certified Max Gross Wt.:	1050 lbs
Time Since Last Inspection:	48 Hours	Engines:	1 Reciprocating
Airframe Total Time:	48 Hours	Engine Manufacturer:	Rotax
ELT:		Engine Model/Series:	912
Registered Owner:	NORMAN C. GRUNSKA	Rated Power:	80 hp
Operator:	NORMAN C. GRUNSKA	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OSH, 808 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	1053 CDT	Direction from Accident Site:	175°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13° C / 8° C
Precipitation and Obscuration:			
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0930 CDT	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE AIRSTRIP (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:	850 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	
Runway Length/Width:	2000 ft / 80 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PAMELA S SULLIVAN	Report Date:	05/17/2001
Additional Participating Persons:	DARRELL C MCCULLION; MILWAUKEE, WI		
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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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](#).