



National Transportation Safety Board Aviation Accident Final Report

Location:	Kerrville, TX	Accident Number:	DFW07CA190
Date & Time:	09/01/2007, 0900 CDT	Registration:	N915W
Aircraft:	KitFox Series 5	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The 1,300-hour private pilot lost directional control of the tail-wheel equipped homebuilt airplane during takeoff roll from Runway 16. The pilot reported that shortly after reaching the first 200-foot of his takeoff roll, the airplane started to veer to the left of the centerline and eventually ran-off the runway. The pilot stated the runway was elevated from the surrounding terrain and when the airplane ran off the left side of the runway, the airplane banked to the right and the right wing collided with the ground and the airplane nosed-over. The FAA inspector, who responded to the site of the accident, did not find any anomalies with the flight controls, tailwheel steering system or the brakes. A passenger seated on the right front seat of the airplane provided a copy of a short video clip confirming the sequence of events. The Runway 16 was described as a 3,000 -foot long by 50-foot wide asphalt airstrip. Weather 10 nautical miles south of the airport was reported 10 minutes prior to the accident to be winds from 110 at 9 knots, visibility 10 statute miles, with a broken layer at 7,500 feet and an overcast layer at 10,000-feet. The temperature was reported as 28-degrees Celsius, with a dew point at 17-degrees Celsius, with an altimeter of 30.13 inches of Mercury.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to compensate for the existing wind conditions. A contributing factor was the prevailing crosswind.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

Pilot Information

Certificate:	Private	Age:	43, 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 With Waivers/Limitations	Last FAA Medical Exam:	05/01/2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	04/01/2006
Flight Time:	1300 hours (Total, all aircraft), 91 hours (Total, this make and model), 1300 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	KitFox	Registration:	N915W
Model/Series:	Series 5	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	S94090047
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	08/01/2007, Continuous Airworthiness	Certified Max Gross Wt.:	1620 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	450 Hours as of last inspection	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912ULS
Registered Owner:	Michael Stanard	Rated Power:	100 hp
Operator:	Michael Stanard	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	60TE	Distance from Accident Site:	
Observation Time:	1300 CDT	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	32° C / 19° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kerrville, TX	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	CDT	Type of Airspace:	

Airport Information

Airport:	Tierra Linda Airport (60TE)	Runway Surface Type:	Asphalt
Airport Elevation:	1620 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	30.133333, -99.150556

Administrative Information

Investigator In Charge (IIC):	William H Gamble	Report Date:	12/20/2007
Additional Participating Persons:	Justus C Stanard; Ingram, TX		
Publish Date:	11/18/2009		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 pubinquiry@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](#).