



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Park Rapids, MN	<b>Accident Number:</b>	CEN10CA461
<b>Date &amp; Time:</b>	08/02/2010, 1730 CDT	<b>Registration:</b>	N389HW
<b>Aircraft:</b>	Wing Kitfox II	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot noted a partial loss of engine power in the float-equipped airplane. His corrective actions did not restore full engine power and the airplane was unable to maintain altitude. He reduced engine power to flight idle and entered a rapid descent to a nearby lake. He noted that the engine continued to operate while in the flight idle position. Due to the size constraints of the lake, the landing was firm and that the airplane nosed over shortly after touchdown. The fuselage primary structure, left horizontal stabilizer, right float and support structure, and left wing spar were substantially damaged during the accident. A postaccident examination confirmed flight control continuity between the cockpit controls and the individual flight control surfaces. Fuel system continuity was established between the fuel control and carburetor. The examination did not reveal any evidence of a mechanical malfunction.

## Flight Events

Enroute-cruise - Loss of engine power (partial)  
Landing - Off-field or emergency landing  
Landing-flare/touchdown - Hard landing  
Landing-flare/touchdown - Nose over/nose down

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A partial loss of engine power for undetermined reasons and the pilot's failure to adequately flare during the water landing.

## Findings

Aircraft-Aircraft power plant-Engine (reciprocating)-(general)-Malfunction - C  
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Landing flare-Not attained/maintained - C  
Aircraft-Aircraft systems-Landing gear system-Wheel/ski/float-Capability exceeded  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	70
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	14000 hours (Total, all aircraft), 5 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Wing	<b>Registration:</b>	N389HW
<b>Model/Series:</b>	Kitfox II	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Bombardier Rotax
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	532
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KPKD, 1445 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	7 knots, 260°
<b>Temperature:</b>	29° C / 19° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Park Rapids, MN	<b>Destination:</b>	Park Rapids, MN

## Airport Information

<b>Airport:</b>	Petit Lake	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

Investigator In Charge (IIC):	Andrew T Fox	Adopted Date:	05/11/2011
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=76861">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=76861</a>		

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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.