



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Indian Trail, NC	<b>Accident Number:</b>	ERA11CA177
<b>Date &amp; Time:</b>	03/03/2011, 1600 EST	<b>Registration:</b>	N788Q
<b>Aircraft:</b>	Quist Kitfox	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The pilot reported that the airplane bounced several times during the landing. After the third bounce, he elected to abort the landing and applied full engine power. The airplane veered to the left, departed the left side of the runway and struck an unoccupied parked vehicle before stopping. The airplane sustained substantial damage to the left wing and fuselage. The pilot stated that there were no preimpact mechanical malfunctions or failures with the airplane.

## 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 during an aborted landing, resulting in a runway excursion and collision with a vehicle.

## Findings

---

<b>Aircraft</b>	Directional control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)

## Factual Information

### History of Flight

Landing-flare/touchdown	Abnormal runway contact
Takeoff	Loss of control on ground (Defining event) Collision during takeoff/land

### Pilot Information

Certificate:	Private	Age:	52, 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 Medical Exam:	03/01/2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	12/29/2010
Flight Time:	463 hours (Total, all aircraft), 12 hours (Total, this make and model), 369 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Quist	Registration:	N788Q
Model/Series:	Kitfox 4-1200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	1893
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/22/2011, Conditional	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	12 Hours	Engine Manufacturer:	Rotax
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	912UL
Registered Owner:	David Quist	Rated Power:	80 hp
Operator:	David Quist	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	EQY, 668 ft msl	Observation Time:	1553 EST
Distance from Accident Site:	6 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	195°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	14°C / 6°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	7 knots, Variable	Visibility (RVR):	
Altimeter Setting:	30.41 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Indian Trail, NC (28A)	Type of Flight Plan Filed:	None
Destination:	Indian Trail, NC (28A)	Type of Clearance:	None
Departure Time:	1530 EST	Type of Airspace:	

## Airport Information

Airport:	Goose Creek (28A)	Runway Surface Type:	Asphalt
Airport Elevation:	565 ft	Runway Surface Condition:	Dry
Runway Used:	04	IFR Approach:	None
Runway Length/Width:	2350 ft / 35 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Luke Schiada	Adopted Date:	06/08/2011
Additional Participating Persons:	John C Parker; FAA/FSDO; Charlotte, NC		
Publish Date:	06/08/2011		
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=78490">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=78490</a>		

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.