



National Transportation Safety Board Aviation Accident Final Report

Location:	Lawrence, KS	Accident Number:	CEN13LA254
Date & Time:	05/01/2013, 1240 CDT	Registration:	N125KP
Aircraft:	MASON ROBERT KOLB MARK 3X	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The noncertificated pilot departed to the south in a light sport airplane from a soft dirt field. A witness heard the airplane's engine and saw the airplane make a slight right turn before it impacted a fence and trees at the end of the field. A postimpact examination of the aircraft and engine did not reveal any anomalies that would have prevented normal operation. Wind conditions reported 6 miles from the accident site were from 060 degrees at 10 knots gusting to 14 knots; thus the airplane was likely subject to a tailwind during the departure.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The noncertificated pilot's improper decision to depart with a tailwind.

Findings

Aircraft	Altitude - Not attained/maintained (Cause)
Personnel issues	Decision making/judgment - Pilot (Cause)
Environmental issues	Tailwind - Effect on operation (Cause)

Factual Information

On May 1, 2013, about 1240 central daylight time, a Robert Mason Kolb Mark 3X airplane, N125KP, collided with trees and a fence after departing from a private airstrip in Lawrence, Kansas. The non-certificated pilot received serious injuries. The airplane was owned and operated by a private individual; however, the airplane was still registered to the previous owner. The airplane was being operated as a 14 Code of Federal Regulations Part 91 personal flight. Visual meteorological conditions prevailed for the local flight and no flight plan was filed. The local flight was originating at the time of the accident.

The pilot's wife witnessed the accident. She stated she first saw the airplane on the ground with the engine running; the flight controls moved and the engine revved up and down. The power increased again and the airplane began to move. The tail of the airplane lifted off and the airplane veered slightly in one direction, straightened out, and the power increased. The airplane lifted off the ground and made a slight turn to the right before it impacted the trees and a fence at the southwest corner of their property.

The pilot initially stated that the engine lost power on takeoff. The pilot then stated to a Federal Aviation Administration Inspector that he did not remember what happened. A visual examination of the aircraft and engine did not reveal any anomalies that would have prevented normal operation. The fence and trees were about 900 feet from the beginning of the airstrip.

The pilot departed to the south on a flat area of runway that was 300 foot long topped with freshly seeded dirt. The weather conditions recorded at the Lawrence Municipal Airport (LWC), Lawrence, Kansas, located 6 miles north of the accident site, at 1252, were: wind from 060 degrees at 10 knots gusting to 14 knots, visibility 8 miles, sky condition 4,000 feet scattered, temperature 26 degrees Celsius, dew point 16 degrees Celsius, and altimeter 29.98 inches of mercury.

A review of records revealed that the pilot did not hold a pilot certificate. The pilot stated he purchased the already built airplane a couple of months prior to the accident and had flown it 2 or 3 hours. He stated he has flown for about 40 years and that he had about 40 hours of helicopter flight time.

The airplane was issued a Special Experimental Light Sport Airworthiness certificate on October 18, 2006. The airplane was powered by a Rotax 582 reciprocating engine.

History of Flight

Initial climb	Loss of control in flight (Defining event) Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	None	Age:	60
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None	Last Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	MASON ROBERT	Registration:	N125KP
Model/Series:	KOLB MARK 3X	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	M3X0340049
Landing Gear Type:		Seats:	2
Date/Type of Last Inspection:	08/01/2012, Conditional	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	ROTAX
ELT:	Installed, not activated	Engine Model/Series:	582DCDI-99
Registered Owner:	HOLLE KENNETH D	Rated Power:	65 hp
Operator:	Dennis R. McNish	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	LWC, 832 ft msl	Observation Time:	1252 CDT
Distance from Accident Site:	6 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	350°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Scattered / 4000 ft agl	Temperature/Dew Point:	26° C / 16° C
Lowest Ceiling:	None	Visibility	8 Miles
Wind Speed/Gusts, Direction:	10 knots/ 14 knots, 60°	Visibility (RVR):	
Altimeter Setting:	29.98 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lawrence, KS (Pvt)	Type of Flight Plan Filed:	
Destination:	Lawrence, KS (Pvt)	Type of Clearance:	None
Departure Time:	CDT	Type of Airspace:	Class G

Airport Information

Airport:	Pvt (Pvt)	Runway Surface Type:	Dirt
Airport Elevation:	810 ft	Runway Surface Condition:	Soft
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	300 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Pamela S Sullivan	Adopted Date:	09/30/2014
Additional Participating Persons:	James Seabolt; FAA; Kansas City, MO		
Publish Date:	09/30/2014		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=86800		

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