



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Hunter, New York	Accident Number:	GAA18CA515
Date & Time:	August 9, 2018, 19:10 Local	Registration:	N26LD
Aircraft:	DELL LAWRENCE Kitfox	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A Federal Aviation Administration inspector reported that the pilot of the tailwheel-equipped airplane made a precautionary landing on a field because of low fuel. During the landing roll, the airplane nosed over.

The airplane sustained substantial damage to the rudder and vertical stabilizer.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's inadequate in-flight fuel management, which necessitated an off-airport precautionary landing, and his failure to maintain airplane control during the landing roll on rough terrain.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	(general) - Not attained/maintained
Environmental issues	Rough terrain - Effect on operation
Personnel issues	Use of equip/system - Pilot
Aircraft	Fuel - Fluid management

Factual Information

History of Flight

Landing	Off-field or emergency landing
Landing-flare/touchdown	Loss of control on ground (Defining event)
Landing-flare/touchdown	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
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:	December 1, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	DELL LAWRENCE	Registration:	N26LD
Model/Series:	Kitfox Super Spor	Aircraft Category:	Airplane
Year of Manufacture:	2010	Amateur Built:	Yes
Airworthiness Certificate:	Other; Experimental (Special)	Serial Number:	KA08184136
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-200 Series
Registered Owner:		Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KALB,292 ft msl	Distance from Accident Site:	33 Nautical Miles
Observation Time:	22:51 Local	Direction from Accident Site:	38°
Lowest Cloud Condition:	Few / 21000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	26°C / 15°C
Precipitation and Obscuration:			
Departure Point:	Jamestown, NY (JHW)	Type of Flight Plan Filed:	None
Destination:	Hudson, NY (1B1)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.316665,-74.26667(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Timothy Shaver; FAA; Albany, NY
Original Publish Date:	March 20, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98180

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).