



Aviation Investigation Final Report

Location:	Flanigan, Nevada	Accident Number:	WPR19TA018
Date & Time:	November 3, 2018, 10:00 Local	Registration:	N13NZ
Aircraft:	Audenried Kitfox S7 SuperSport	Aircraft Damage:	Substantial
Defining Event:	Abrupt maneuver	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The commercial pilot reported that he took off from a dry lake bed with a second airplane for people on the ground to visually compare the two. After a normal flight, the second airplane landed. The pilot flew past the landing spot, pulled into a nose-high attitude, and made a rapid left turn. He pushed on the left rudder control, and the left wing stalled. The pilot attempted to recover from the stall; however, the airplane was at too low of an altitude to recover, and it impacted the ground in a nose-low attitude. The pilot reported no mechanical failures or malfunctions with the airplane that would have precluded normal operation. It is likely that the pilot failed to maintain airspeed during the sharp turn, which resulted in an aerodynamic stall.

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 airspeed during a sharp turn at low altitude, which resulted in an aerodynamic stall.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Airspeed - Not attained/maintained
Aircraft	Angle of attack - Not attained/maintained

Factual Information

History of Flight

Maneuvering-low-alt flying	Abrupt maneuver (Defining event)
Maneuvering-low-alt flying	Aerodynamic stall/spin
Maneuvering-low-alt flying	Collision with terr/obj (non-CFIT)

On November 3, 2018, about 1000 Pacific daylight time, an amateur built Audenried Kitfox S7 Super Sport airplane, N13NZ, impacted terrain while maneuvering over a dry lake bed near Flanigan, Nevada. The commercial pilot was seriously injured and the airplane sustained substantial damage. The airplane was registered to and operated by the pilot as a Title 14 *Code of Federal Regulations* Part 91 personal flight. Visual meteorological conditions prevailed at the time of the accident and no flight plan was filed. The local flight originated from the Reno/Stead Airport (RTS), Reno, Nevada at 0830.

The pilot reported that he took off from a dry lake bed with a second airplane for people on the ground to visually compare the two. After a normal flight, the second airplane landed. The pilot reported that he flew past the landing spot and pulled into a nose high attitude and made a rapid left turn. He pushed on the left rudder control, and the left wing stalled. The pilot attempted to recover from the stall; however, the airplane was too low, and it impacted the ground in a nose low attitude.

The pilot reported no mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	24,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	August 1, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 26, 2018
Flight Time:	1297 hours (Total, all aircraft), 150 hours (Total, this make and model), 1254 hours (Pilot In Command, all aircraft), 253 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Audenried	Registration:	N13NZ
Model/Series:	Kitfox S7 SuperSport	Aircraft Category:	Airplane
Year of Manufacture:	2018	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	KA18031360
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 20, 2018 Condition	Certified Max Gross Wt.:	1550 lbs
Time Since Last Inspection:	125 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	125.4 Hrs as of last inspection	Engine Manufacturer:	ROTAX
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	912ULS
Registered Owner:		Rated Power:	100 Horsepower
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:	RTS, 5050 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	09:55 Local	Direction from Accident Site:	181°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.37 inches Hg	Temperature/Dew Point:	6°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Reno/Stead Airp, NV (RTS)	Type of Flight Plan Filed:	None
Destination:	Reno/Stead Airp, NV (RTS)	Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	40.106388,-119.872779

Administrative Information

Investigator In Charge (IIC):	Link, Samantha
Additional Participating Persons:	Mark Hinzman; Federal Aviation Administration; Reno, NV
Original Publish Date:	July 8, 2019
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98590

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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](#).