



Aviation Investigation Final Report

Location:	Taghkanic, New York	Accident Number:	ERA18LA155
Date & Time:	May 26, 2018, 12:30 Local	Registration:	N47DV
Aircraft:	DEVRIES WM H KITFOX SPORT	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, while in cruise flight at an altitude of 1,500 ft above ground level, the experimental, amateur-built airplane experienced a total loss of engine power. He conducted a forced landing to a field, during which the landing gear separated, and the airplane sustained substantial damage. Examination of the airframe and engine revealed no evidence of preimpact mechanical malfunctions or failures that would have precluded normal operation.

Although the weather conditions in the area of the accident site were conducive to the formation of carburetor ice at cruise power settings, based on the available information, it could not be determined if carburetor icing played a role in the loss of engine power.

Probable Cause and Findings

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

A total loss of engine power for reasons that could not be determined based on the available information.

Findings

Aircraft	(general) - Unknown/Not determined
Not determined	(general) - Unknown/Not determined

Factual Information

History of Flight

Enroute-cruise	Loss of engine power (total) (Defining event)
Emergency descent	Off-field or emergency landing
Landing	Collision with terr/obj (non-CFIT)

On May 26, 2018, about 1230 eastern daylight time, an experimental, amateur-built Kitfox Sport airplane, N47DV, was substantially damaged when it was involved in an accident near Taghkanic, New York. The private pilot and passenger were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that he was in cruise flight at an altitude of 1,500 ft above ground level enroute to his home airport when the airplane experienced a total loss of engine power. He selected a cow pasture as an emergency landing area; during the landing roll, the landing gear separated from the fuselage and the airplane "spun 180 degrees" before coming to a stop.

Examination of the airplane by a Federal Aviation Administration inspector revealed substantial damage to the fuselage and wings. Further examination revealed that 16 gallons of fuel remained in the fuel tanks. Fuel samples taken from both wing fuel tanks and the firewall strainer revealed no signs of water or debris contamination. Examination of the engine ignition system and the valvetrain did not reveal any preimpact anomalies. The propeller was rotated and no resistance or binding was noted within the engine.

The atmospheric conditions present in the area of the accident site around the time of the accident were conducive to the formation of carburetor icing at both cruise and glide engine power settings.

Pilot Information

Certificate:	Private	Age:	64,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	December 20, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 13, 2017
Flight Time:	790 hours (Total, all aircraft), 670 hours (Total, this make and model)		

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	4-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	DEVRIES WM H	Registration:	N47DV
Model/Series:	KITFOX SPORT NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2011	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	SP0206-005
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 1, 2018 Condition	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	Reciprocating
Airframe Total Time:	670 Hrs at time of accident	Engine Manufacturer:	Jabiru
ELT:	Not installed	Engine Model/Series:	3300A
Registered Owner:		Rated Power:	120 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:	POU,163 ft msl	Distance from Accident Site:	37 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 17 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.78 inches Hg	Temperature/Dew Point:	31°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	POUGHKEEPSIE, NY (POU)	Type of Flight Plan Filed:	None
Destination:	BARRINGTON, MA (GBR)	Type of Clearance:	None
Departure Time:	12:15 Local	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	42.154998,-73.672225(est)

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric		
Additional Participating Persons:	Todd P Moses; FAA/FSDO; Latham, NY		
Original Publish Date:	June 10, 2021	Investigation Class:	3
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97357		

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