



Aviation Investigation Final Report

Location:	Floodwood, Minnesota	Accident Number:	GAA19CA154
Date & Time:	February 28, 2019, 13:35 Local	Registration:	N111YT
Aircraft:	Denney KITFOX MDL CLASSICIV	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during landing in a crosswind, he planned to touch down 2 ft past the beginning of the compacted, snow-covered, private airstrip. He added that, "in order to perform [the short field landing, he] chose to ride the tires just over the terrain until touchdown." He reported further that, after the front main landing gear touched down, a wind gust picked up the right wing, the left tire sank in the snow, and the airplane decelerated and then nosed over.

The airplane sustained substantial damage to the left wing.

The pilot reported that there were not preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The pilot reported that the wind at the accident location, about the time of the accident, was from 230° at 9 knots, gusting to 15 knots. The pilot was landing the airplane to the southwest on a 210° heading.

Probable Cause and Findings

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

The pilot's loss of lateral control while landing in gusting crosswind conditions, which resulted in a nose-over.

Findings

Aircraft	Crosswind correction - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Effect on operation
Environmental issues	Gusts - Effect on operation
Environmental issues	Snowy/icy terrain - Effect on operation

Factual Information

History of Flight

Landing	Other weather encounter
Landing	Nose over/nose down (Defining event)

Pilot Information

Certificate:	Sport Pilot	Age:	35,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:	September 23, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 28, 2019
Flight Time:	(Estimated) 233 hours (Total, all aircraft), 111 hours (Total, this make and model), 233 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Denney	Registration:	N111YT
Model/Series:	KITFOX MDL CLASSICIV IV1200	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	C97070196
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 22, 2018 Condition	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	528.9 Hrs as of last inspection	Engine Manufacturer:	Rotax
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	912UL
Registered Owner:		Rated Power:	80 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:	KCOQ,1279 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	13:21 Local	Direction from Accident Site:	141°
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	-22°C / -24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Cloquet, MN (COQ)	Type of Flight Plan Filed:	None
Destination:	Floodwood, MN (PVT)	Type of Clearance:	None
Departure Time:	13:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	PVT PVT	Runway Surface Type:	Snow
Airport Elevation:	1223 ft msl	Runway Surface Condition:	Snow
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	1300 ft / 60 ft	VFR Approach/Landing:	Full stop;Straight-in

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:	46.976943,-92.830001(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Nikolas Halatsis; FAA; Minneapolis, MN
Original Publish Date:	November 6, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99033

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](#).