



Aviation Investigation Final Report

Location:	Gretna, Nebraska	Accident Number:	CEN23LA171
Date & Time:	May 3, 2023, 19:00 Local	Registration:	N440RS
Aircraft:	Kitfox IV	Aircraft Damage:	Substantial
Defining Event:	Dragged wing/rotor/float/other	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, while taking off from an off-airport site, he turned too early before gaining enough altitude, and the right wing contacted the ground. The pilot lowered the left wing and the airplane's left tire "contacted the ground sideways." The wheel sheared off and the left wing contacted the ground which resulted in substantial damage to the left wing. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation

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 clearance from terrain during a turn immediately after takeoff.

Findings

Personnel issues	Incorrect action sequence - Pilot
Aircraft	Altitude - Not attained/maintained

Factual Information

History of Flight

Takeoff	Dragged wing/rotor/float/other (Defining event)
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Pilot Information

Certificate:	Airline transport	Age:	45,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	February 13, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 5, 2022
Flight Time:	2900 hours (Total, all aircraft), 100 hours (Total, this make and model), 85 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Kitfox	Registration:	N440RS
Model/Series:	IV	Aircraft Category:	Airplane
Year of Manufacture:	1993	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1440
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	January 15, 2023 Condition	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	650 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	912UL
Registered Owner:	TC FLIGHT LLC	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:	KAHQ, 1224 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	16:55 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	24°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Gretna, NE (NONE)	Type of Flight Plan Filed:	None
Destination:	Wahoo, NE (KAHQ)	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.096728,-96.283711(est)

Administrative Information

Investigator In Charge (IIC):	Brown, Zane
Additional Participating Persons:	Bernard von Rentzell; FAA; Lincoln, NE
Original Publish Date:	June 29, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=107812

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).