



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Rigby, Idaho	Accident Number:	WPR23LA144
Date & Time:	March 27, 2023, 16:40 Local	Registration:	N89CK
Aircraft:	KESKIMAKI CHARLES A KITFOX	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The flight instructor of the tailwheel-equipped airplane reported that the airplane swerved slightly to the left during landing roll on an instructional flight with a pilot receiving instruction at the controls. After the tailwheel touched the ground, the pilot receiving instruction attempted to control the left swerve with the right rudder. This resulted in the airplane veering to the right side of the runway and colliding with a snowbank. The airplane subsequently nosed over substantially damaging the fuselage, right wing strut and vertical stabilizer. The flight instructor 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 receiving instruction's failure to maintain directional control during landing and the flight instructor's delayed remedial action.

Findings

Personnel issues	Aircraft control - Student/instructed pilot
Aircraft	Directional control - Not attained/maintained
Personnel issues	Delayed action - Instructor/check pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	47,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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	March 10, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 27, 2020
Flight Time:	53 hours (Total, all aircraft), 1 hours (Total, this make and model), 23 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	42,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 2 Waiver time limited special	Last FAA Medical Exam:	November 21, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 15, 2022
Flight Time:	3945 hours (Total, all aircraft), 1 hours (Total, this make and model), 2735 hours (Pilot In Command, all aircraft), 42.5 hours (Last 90 days, all aircraft), 11.2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	KESKIMAKI CHARLES A	Registration:	N89CK
Model/Series:	KITFOX	Aircraft Category:	Airplane
Year of Manufacture:	1990	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	311
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 4, 2023 Condition	Certified Max Gross Wt.:	950 lbs
Time Since Last Inspection:	2.3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	506 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	582UL
Registered Owner:	BALER CALEB	Rated Power:	66 Horsepower
Operator:	BALER CALEB	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KIDA,4744 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	219°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 3300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.32 inches Hg	Temperature/Dew Point:	-2°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rigby, ID	Type of Flight Plan Filed:	None
Destination:	Rigby, ID	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	RIGBY U56	Runway Surface Type:	Asphalt
Airport Elevation:	4845 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	3727 ft / 50 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.64377,-111.92815(est)

Administrative Information

Investigator In Charge (IIC): Rho, Paul

Additional Participating Persons: Jon Hanson; FAA; Salt Lake, UT

Original Publish Date: August 10, 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=106996>

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](#).