



Aviation Investigation Final Report

Location:	Ririe, Idaho	Accident Number:	WPR24LA027
Date & Time:	November 4, 2023, 14:00 Local	Registration:	N88VJ
Aircraft:	KITFOX S5	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane intended to spend the day practicing takeoffs and landings at multiple remote backcountry sites with a group of three other similar airplanes. He practiced at the original departure airport before the other group arrived and reported that those flights were nominal. The group then departed for the first intended destination, which was a flat landing site surrounded by tall grass and brush. Those landings were uneventful, so the group decided to proceed to another close landing spot.

This landing area appeared wider and flatter than the previous, however the grass was taller and thicker, such that the ground was obscured. The first airplane landed uneventfully, and the accident pilot decided that rather than landing he would perform a touch-and-go, with the wheels touching the grass so he could assess the conditions. As the pilot began to flare the airplane, he decided that it was safe to proceed with a full-stop landing. As the wheels touched the ground, it became apparent that the surface was much rougher than he anticipated, and the airplane bounced after the main wheels touched two large rocks 200 ft into the ground roll. The pilot retracted the flaperons and as the airplane decelerated the nose began to drop, even though he was holding the control stick full aft. The pilot stated that he was likely inadvertently applying brake pressure as he pushed against the rudder pedals to pull back further on the control stick, and that this may have exacerbated the pitch down motion. The airplane then nosed over.

The airplane came to rest inverted and sustained substantial damage to both wing struts and multiple wing ribs.

Probable Cause and Findings

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

The pilot’s inadvertent excessive use of brakes which resulted in a nose-over.

Findings

Aircraft	Brake - Incorrect use/operation
Aircraft	Surface speed/braking - Incorrect use/operation
Personnel issues	Use of equip/system - Pilot
Environmental issues	Rough terrain - Contributed to outcome

Factual Information

History of Flight

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

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 3, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 10, 2023
Flight Time:	248.8 hours (Total, all aircraft), 144.1 hours (Total, this make and model), 137.3 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 28.1 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	KITFOX	Registration:	N88VJ
Model/Series:	S5	Aircraft Category:	Airplane
Year of Manufacture:	2002	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	001
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 17, 2023 Condition	Certified Max Gross Wt.:	1550 lbs
Time Since Last Inspection:	132.9 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	938 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	On file	Rated Power:	118 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:	KIDA,4744 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	278°
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:	30.2 inches Hg	Temperature/Dew Point:	11°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rigby, ID (U56)	Type of Flight Plan Filed:	None
Destination:	Ririe, ID	Type of Clearance:	None
Departure Time:	13:20 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:	43.48488,-111.76102

Administrative Information

Investigator In Charge (IIC):	Simpson, Elliott
Additional Participating Persons:	Darren Vaughn; FAA FSDO; Boise, ID
Original Publish Date:	February 8, 2024
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=193355

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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](#).