



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Scottsburg, Indiana	Accident Number:	CEN23LA381
Date & Time:	August 1, 2023, 19:22 Local	Registration:	N815US
Aircraft:	GEORGE STONE KIT FOX MODEL 3	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The student pilot attempted a personal flight in an airplane that did not have an airworthiness certificate. Additionally, he did not have any required student pilot solo endorsements for solo flight. A witness to the accident flight stated that the student pilot performed a successful airplane runup before takeoff. During the takeoff, the airplane lifted off when it was about halfway down the runway and climbed to about tree top level. A few seconds later, the right wing dropped, and the airplane descended into terrain in a nose-down attitude. The engine continued to operate after the impact until the witness turned the magnetos and fuel selector valve off. The airplane sustained substantial damage to the fuselage. Postaccident examination of the airplane confirmed flight control continuity.

Probable Cause and Findings

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

The student pilot's failure to maintain airplane control after takeoff that resulted in an impact with terrain.

Findings

Aircraft	(general) - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot

Factual Information

History of Flight

Initial climb	Loss of control in flight (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Student	Age:	77,Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	GEORGE STONE	Registration:	N815US
Model/Series:	KIT FOX MODEL 3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	None	Serial Number:	815
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4.1 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:		Engine Model/Series:	582 UL Mod 90
Registered Owner:	On file	Rated Power:	65 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:	IMS,600 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:		Direction from Accident Site:	90°
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:	30.18 inches Hg	Temperature/Dew Point:	26°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Scottsburg, IN	Type of Flight Plan Filed:	None
Destination:	Scottsburg, IN	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Honaker Field Airport 3R8	Runway Surface Type:	Grass/turf
Airport Elevation:	600 ft msl	Runway Surface Condition:	
Runway Used:	2	IFR Approach:	None
Runway Length/Width:	2750 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	38.6577,-85.790585(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Brandon Brasfield; Federal Aviation Administration, Indianapolis FSDO; Indianapolis, IN
Original Publish Date:	December 7, 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=192937

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](#).