



# Aviation Investigation Final Report

<b>Location:</b>	Odessa, Missouri	<b>Accident Number:</b>	CEN23LA242
<b>Date &amp; Time:</b>	June 17, 2023, 11:30 Local	<b>Registration:</b>	N4287Y
<b>Aircraft:</b>	Tipton Kitfox Kitfox IV	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during landing, the airplane touched down “slightly fast” and the airplane departed the end of the turf runway into an overrun area that had softer ground. When the airplane entered the overrun, it nosed over, which resulted in substantial damage to the fuselage and both wings. The pilot reported that there were no preaccident 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 attain the proper touchdown speed, which resulted in a runway excursion and subsequent nose over.

## Findings

<b>Environmental issues</b>	Rough terrain - Effect on equipment
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Aircraft</b>	Airspeed - Not attained/maintained

## Factual Information

### History of Flight

Landing-landing roll	Nose over/nose down (Defining event)
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### Pilot Information

Certificate:	Airline transport; Flight engineer; Flight instructor	Age:	78
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	September 29, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 4, 2021
Flight Time:	9189 hours (Total, all aircraft), 52 hours (Total, this make and model), 6911 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Tipton Kitfox	Registration:	N4287Y
Model/Series:	Kitfox IV NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1994	Amateur Built:	Yes
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	1661T1
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 26, 2023 Condition	Certified Max Gross Wt.:	1050 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	282 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	C91A installed, not activated	Engine Model/Series:	912UL
Registered Owner:	On file	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:	KMCI,1009 ft msl	Distance from Accident Site:	38 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	297°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 16000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	27°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Odessa, MO	Type of Flight Plan Filed:	None
Destination:	Odessa, MO	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

## Airport Information

Airport:	ROLLERT FARM 29MO	Runway Surface Type:	Grass/turf
Airport Elevation:	1000 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	1000 ft / 60 ft	VFR Approach/Landing:	Full stop;Straight-in

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	39.009602,-94.000538

## Administrative Information

Investigator In Charge (IIC):	Williams, David
Additional Participating Persons:	David Johnson; FAA; Kansas City, MO
Original Publish Date:	July 27, 2023
Last Revision Date:	
Investigation Class:	<a href="#">Class 4</a>
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=192388">https://data.nts.gov/Docket?ProjectID=192388</a>

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](#).