

Memorandum of Conversation

Date: October 30, 2020

Time: 1000 central daylight time

Conversation Including: FAA Inspector Andrew C. Porter

Conversation Regarding: CEN21LA016, N47KC

Duration of Call: 25 Minutes



Summary & Factual Information from Conversation:

Inspector Porter called to discuss the Kitfox Classic 4 landing accident that had occurred at Andy Barnhart Memorial Airport (3OH0), New Carlisle, Ohio, on October 13, 2020, about 1340 eastern daylight time. A witness had reported seeing the airplane's tail continue to rise during the landing roll until the airplane nosed over on the grass runway.

Inspector Porter stated that the accident occurred during the first landing after the owner/builder had modified the experimental airplane with a new main landing gear. The airplane's original main landing gear, equipped with bungee-cord shock absorber, had been removed and replaced with a main landing gear equipped with a steel-spring shock absorber. The airplane was equipped with a Rotec radial engine. The owner/builder was the pilot flying the airplane at the time of the accident. The pilot's wife, also a private pilot, was onboard the airplane during the flight.

The airplane came to rest upside down on runway 28 at 3OH0 where a postaccident fire had destroyed the airplane cabin and the inboard halves of both wings. Inspector Porter stated that he confirmed flight control continuity at the accident site. The main landing gear, wheels, and brakes were damaged during the postimpact fire. The fuel tanks located in the inboard section of both wings were destroyed during the postaccident fire. First responders had reported smelling fuel at the accident site. The engine and propeller were damaged during impact and the postaccident fire.

Inspector Porter stated that he reviewed the updated weight-and-balance record that the owner/builder completed following the main landing gear replacement. The center-of-gravity (CG) location had been calculated correctly after the modification, and although the CG location had not moved appreciably, the wheel axle position had moved aft about 2.75 inches when compared to the original main landing gear. Consequently, the pivot point of the airplane had also moved aft about 2.75 inches when compared to the original configuration.

--- End of interview summary ---

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _

Dated: _ October 30, 2020 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator