

Mackey, Chris L (FAA)

From: J. Michael Nassour [REDACTED]
Sent: Tuesday, March 25, 2014 3:00 PM
To: Mackey, Chris L (FAA)
Subject: N438TT

Dear Inspector Mackey,

I called the NTSB eastern region accident number Sunday morning, March 23, 2014 after being released from hospital to comply with accident reporting. No one answered and I followed the voicemail prompts to report an accident. I left my pertinent contact info and details of the plane.

As you requested, below is my recollection of the events that happened relating to the accident last Friday. Let me know if you require any more information.

The KITFOX II, N438TT, is owned by private pilot Robert Hamilton. It was recently purchased in Feb 2014. I was providing instruction toward a tailwheel endorsement. We had previously flown the aircraft on March 1, 2, 7, and 20, 2014, each for 2.0 hours with no mechanical issues noted. On Friday, March 21, 2014, we started flying about 3pm with intent to practice wheel landings. The weather was VMC, with winds light and variable from the west. We had been flying for about an hour, with no problems. We had just completed a wheel landing off of runway 01 at KVKS, headed north. On initial climb out, about 300' AGL, we both noticed that the plane seemed to quit climbing. I asked if full power was applied. Robert said yes and I remember seeing at least 6000 RPM showing on the TACH. I looked to my right out my window and noticed the flags in front of Cooper Lighting were standing straight out facing north (meaning wind was now out of south). This struck me as odd as I checked windsock on several previous landings and remember very little wind indicated from the west (a direct crosswind at KVKS). I told the student to turn right hoping to get some lift by turning into the wind and knowing that Highway 61 South would provide an option for off airport landing, if needed. Once over the highway, headed south, the plane continued to seem not to climb. I told Robert that I had the controls and we transferred controls. I noticed that there were several power lines and lots of traffic on the highway and it was not a valid option for landing. That is when I turned right and headed for the roof of Cooper Lighting. I cleared the power line, but apparently clipped a tree, which put me in unstable approach when we impacted the roof. After impact we both were able to free ourselves and walk away under our own power. Robert said his back was hurting and I noticed I had a large cut on my neck. I noticed a fuel line had broken, so I shut off all the fuel valves to prevent fire. About that time, an employee of Cooper Lighting had climbed the back fire escape building ladder and said he was calling 911. A short time later, emergency personnel arrived to remove us from the roof and transport us to the hospital.

Thanks,
Michael
[REDACTED]

Jones, Michael E (FAA)

From: Rob Hamilton [REDACTED] >
Sent: Thursday, March 27, 2014 3:30 PM
To: Jones, Michael E (FAA)
Subject: Kitfox N438TT crash

as requested this is what I, Robert Hamilton remember about the accident involving experimental Kitfox aircraft 438TT on March 21, 2014

I bought the aircraft in Feb. 2014 and was receiving tailwheel endorsement training from Mike Nassour my instructor. We had flown the airplane about nine hours, about 2 hours each time with no problems. On Fri. March 21, 2014 we started flying about 3:00-3:15pm winds were light coming from the west we had been doing wheel landings for about 1 hour we had just completed a landing heading north we were about 300' AGL and climbing started a shallow climbing turn to the right to set up for the next landing the airplane suddenly dropped, Mike ask if I was at full throttle I check and said yes the airplane continued to drop he told me to turn to the right again I did and continued dropping he told me he had the controls Mike made another shallow turn to the right and was in line with highway 61 south there were lots of cars and lots of power lines so Mike turned to the right again heading for the white roof I remember feeling the plane clipping a tree slightly then continuing to the white roof I remember impacting the roof at a steep angle then I remember tasting gas in my mouth and seeing it all over I unlatched my seat belt and as fast as I could and crawled away from the airplane I ask Mike if he got out and he said yes and ask me if I was hurt I said my lower back was. I remember seeing 6500 RPM on the tach and 50 MPH on the airspeed indicator the airplane continued dropping all the way to impact Mike told me that he seen flags standing straight out to the north meaning strong winds from the south we turned in to the wind but it was like there was no air we continued dropping from the beginning to the point of impact I do not know if it was a wind shear or a swirl it felt like the airplane had plenty forward motion for good lift all the way to impact I believe Mike's quick thinking saved our lives

Robert A. Hamilton

[REDACTED] [REDACTED] [REDACTED]