

N620GA Mishap

Personal Information:

Name: Kyle M. Riedel

Certificate Type/#: Commercial [REDACTED]

CFI Certificate/Renewal Date: [REDACTED] CFI (Renewal Date: 04 APR '23) (Expiration Date: 31 MAY '25)

DoB: [REDACTED]

Total Hours: 1,530

I, Kyle Riedel, traveled from Cranberry Township, PA to KUCP (New Castle, PA) on the 2nd of November for teach a flight lesson in Rick Thompson's Kitfox 4 (N620GA) since training conditions were ideal for pre-solo flight instruction.

I arrived to KUCP at 0900 hrs with no ceilings and calm winds (temps in the low 40s). Rick had already pulled his Kitfox from the hangar and was finishing his pre-flight by pulling a fuel sample. I put my headset into the aircraft and proceeded to visually check that the main tank was full and wing tank empty placing us at 966 lbs well below the maximum gross weight of 1,050 lbs (and within CG limitations). I also conducted a full walk-around with emphasis on visual inspection of the flaperons, rudder, and elevator.

Start-up at about 0925 hrs took slightly longer than usual since it had been several weeks since the Kitfox had flown since the lines were empty. On the second or third cranking attempt the engine started and idled normally. We conducted a run-up check at the west end of hangar row alpha before taxiing toward taxiway C where we allowed the flat-spots on the tires to slowly work themselves out as we taxied (again since the aircraft had sat for several weeks). We then crossed 13-31 toward taxiway A and the threshold of Runway 05. Aside from a few other pilots departing early for "breakfast" flights, the normal Piper from Haski Aviation joined the pattern after our first take-off.

The first two take-offs by Rick required minor input on the controls by me and he was improving his gauge "call-outs". On the second take-off, we did perform an intersection take-off from Runway 13-31 on Runway 05 in order to keep a good pattern separation with the faster Piper in the pattern. Both the first and second landings did require more assistance from myself since we were too high and we took that opportunity to demonstrate and then practice forward slips to address the high final approaches. On the second approach, we touched down just after the threshold which allowed us a turn off on Runway 13-31 and a short taxi back on Taxiway A to Runway 05.

During the third and final take-off (appr 1015 hrs), Rick performed a normal takeoff with rotation between 45-50 mph. Upon reaching 250'-300' about ½ way down the runway, I noticed a clear reduction in engine RPM (less engine noise). I asked Rick if he had reduced the throttle to which he promptly answered "no." I immediately assumed all the flight controls, verified that the throttle was in the full-forward position, and confirmed a major loss of engine power. I input forward stick to establish a

glide then assessed the available landing options. Doubting that I could get the aircraft to touch-down and stop on Runway 05 without going off the steep embankment on the departure end of the Runway or off the down sloping sides of the runway, I selected one of the few smooth and grassy areas south of Taxiway B as my best landing option. Both the runway and taxiway are down sloping on the north end of Runway 05. Entering a banking right turn toward Taxiway B, we touched down just north of Taxiway B with the nose gear and the right main collapsing. The aircraft crossed Taxiway B and stopped just to the east in the grassy field where I had desired to have executed a "more controlled landing". One taxiway light was demolished as part of our landing. From initial recognition of power loss to aircraft coming to rest was about 6-8 seconds. With one or two minutes of the mishap, we were met on site by one of the KUCP grounds maintenance personnel.

Both Rick and I exited 620GA from the left entry doors since it was more accessible due to the left main gear remaining partially intact. After verifying everyone's condition, we made a call to the airport manager to explain the mishap and let him know that we would move the aircraft to allow Taxiway B to be used for other KUCP traffic.

After re-locating 620GA back to its home hangar, I opted to have MedExpress treat an abrasion on my forehead. Rick drove me to MedExpress and he did not seek any medical treatment.

I contacted the ROC mid-afternoon Saturday about the mishap.



Additional information:

1. I have attended safety seminars within the past two years. The most recent was about 5 or 6 months ago conducting by FAASTeam member Joss Slagle at KBTP.
2. I have participated in multiple Wings seminars, mostly online over the last two years.
3. My most recent wings event was on 16 OCT 24 (oddly enough on Rotax Engines).

Requesting User: [REDACTED]

Accredited Activity Number: [REDACTED]

Accredited Activity Name: **Pro Tips for Maintenance - Rotax Power For Your Airplane**

4. I have not participated in any air carrier initial or recurrent training in the past two years.
5. I have not participated in any transition training in the past two years.
6. I have participated in IFR Simulator training with another CFII and while maintaining currency requirements in a Redbird at High Flight Academy at KBTP.

Signed: [REDACTED]

Date: 04 November 2024