

To Whom it may concern.

This is my recollection of my flight accident on November 2, 2024 flying with my CFI Kyle Riedel in my experimental Kitfox plan N620GA. The weather was clear, dry with calm winds, a perfect VFR day. Before flying I completed a thorough preflight inspection of my aircraft per the manufacturer checklist. The first flight of the morning began approximately at 0930 and with little traffic in the pattern we decided to practice take off and landings. The first two patterns from takeoff to landing were flawless using runway 05. The third take off approximately began at 1010-1020 began normally with appropriate speed, rotation and climb until we reached approximately 300 feet. Without warning my engine severely lost power and the airplane nose immediately began to drop. My instructor asked me "if did that" and I answered no. He immediately took full control of the aircraft searching for the safest place to land. He made hard right turn to attempt a 180 degree return to an adjacent taxiway or strip of grass believing this was the best and safest place to land. We landed firmly on our nose and nose gear which was violently snapped off of the plane by the asphalt taxiway then we slid further into the grass. One of the propellers had broken off while the other remained but was badly damaged. The force of impact crumpled and severely broken and bent the fuselage in many places. All of the front cowling was destroyed as well. I was not severely injured. Kyle needed medical treatment for a approximately one inch vertical laceration on his mid forehead. The BFO Mr. Haski was called from the accident site by his maintenance man on scene and also spoke with Kyle Riedel. Mr. Haski gave permission the move the aircraft back to the hanger where is was secured until the FAA personnel could inspect it.

11-5-2024

Richard D. Thompson

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