



MEMORANDUM FOR RECORD

Stephen Stein
Aviation Accident Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR20LA170
Aircraft Registration & Make/Model: N595KF; Kitfox 1
Accident Location: Lander, Wyoming
Accident Date: June 7, 2020

Note: The following interview was documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Scott Fitzgerald
Accident Pilot

Interview Date & Time; June 20, 2020; 1200 Pacific daylight time

The pilot reported that he purchased the accident airplane about July 2018 and did all of his training for his sport pilot license in Kitfox airplanes. He obtained his Sport Pilot certificate on May 20, 2019 and flew out of Port Angeles, Washington where his airplane was based. The pilot performed most of his flights in Washington State and the accident flight was the first time he had taken the airplane out of state. He stated that he had flown over the Olympic and Cascade Mountains on previous occasions, but never landed at any mountain range airport. The pilot remarked that the airplane normally cruised at 65-70 mph, his normal cruise airspeed and maintains the throttle at 5,000 rpm.

A few days before the accident the pilot had hauled his airplane using a trailer from Port Angeles, Washington on June 3, 2020 and stopped in the Tetons. He flew the airplane west of the Tetons on Friday, June 5, 2020, and subsequently transported the airplane to Lander, Wyoming that evening where he stayed the night at the passenger's house.

The pilot did not fly Saturday due to rain, but the rest of the day was uneventful. He researched weather the night of June 6, 2020 and observed that windy conditions were forecasted by 1000 Sunday, June 7, 2020 (the day of the accident) and turbulence for Monday. They went to bed about 08:00pm the night before the accident and he woke up about 06:00am Sunday. He went to the airport with the passenger and unloaded the airplane from the trailer about 07:00am. Wind conditions appeared light and variable at the time. They departed with 6 gallons of fuel onboard for the 1.5 hr flight and fuel consumption was about 3 gph. The airplane was not equipped with any performance charts.

The pilot preferred not to fly when the winds were 10-15 kts on the ground and normally used the website www.windy.com to research wind conditions. On the day of the accident he was looking at TAFs and METARs from Pinedale, Wyoming and Lander, Wyoming. He reported that “mountain” weather was not expected until noon as TAFs showed winds and gusts increasing at this time along with a chance of rain. He further remarked that he does not get the full weather briefing because its too much information, and he gets what he needs from the graphical charts. He reviewed weather again the morning after the accident about 0730 and observed no significant changes in weather.