 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: LAX08LA274		Most Critical Injury: Fatal	
		Occurrence Date: 08/22/2008		Investigated By: NTSB	
		Occurrence Type: Accident		ICAO Report Submitted:	
Location/Time					
Nearest City/Place		State	Zip Code	Local Time	Time Zone
North Las Vegas		NV	89032	0628	PDT
Aircraft Information					
Registration Number		Aircraft Manufacturer		Model/Series Number	
N415MK		Killgore M/Killgore K		Velocity 173RG	
Type of Aircraft: Airplane			Homebuilt Aircraft? Yes		
Injury Summary:		Fatal	3	Serious	Minor
					None
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>On August 22, 2008, at 0628 Pacific daylight time, an experimental Killgore M/Killgore K Velocity 173RG, N415MK, collided with a residential building in North Las Vegas, Nevada. The airplane is registered to the owner/builder and it was being operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91. The certificated airline transport pilot and two people on the ground were killed. Post impact fire destroyed the airplane and partially burned the residence. The local flight departed North Las Vegas Airport at 0627. Visual meteorological conditions prevailed, and no flight plan had been filed.</p> <p>Preliminary information obtained from the Federal Aviation Administration (FAA) revealed that the airplane departed North Las Vegas from runway 12 left. Shortly after takeoff the air traffic controller observed that the airplane was not gaining altitude. The controller asked the pilot if he needed assistance, to which the pilot responded, "I'm going down, I'm going down." The airplane then collided with a house 1.1 miles southeast of the airport.</p> <p>The owner/builder was interviewed by the National Transportation Safety Board investigator-in-charge after the accident. He reported that the engine was equipped with a supercharger, and that the purpose of the flight was to test the performance of the airplane and engine with the supercharger engaged. He further reported that the supercharger was tested on multiple occasions during high speed taxi tests and ground runs the week prior to the accident, but that this was to be the first time it would be engaged for flight.</p> <p>The pilot held an airline transport pilot certificate with ratings for airplane single engine land, multiengine land, and instrument airplane. He additionally held a flight engineer certificate, mechanic certificate, and a flight instructor certificate for airplane single engine, multiengine, and instrument airplane. On his latest FAA third-class medical application, dated September 7, 2006, the pilot stated that he had amassed 6,250 hours of total flight time.</p> <p>The canard configuration, four-seat, low-wing, retractable gear airplane, was issued a Special Airworthiness Certificate on March 9, 2008. It was powered by a Lycoming IO-360-C1C, engine and equipped with a three bladed MT-Propeller, model MTV-18-B.</p> <p>The Experimental Amateur-Built Airplane Operating Limitations for the accident airplane specified the following compliance under the section: Phase 1 Limitations-Initial Flight Testing,</p> <p>'After a minimum time of (5) hours, and after controllability, airworthiness, and safety checks required by FAR 90.319(b) and chapter 4 of Advisory Circular 90.89A are established and recorded in the airplane logbook the airplane then may complete the remaining hours required in Phase 1 while based at North Las Vegas Airport (VGT); OR, a one time flight to the "Airplane Base of Operations" may also be conducted remaining clear of all densely populated areas and congested airways. NOTE: Airplane Base of Operations: Show Low Regional Airport (KSOW). This airplane must be operated for</p>					
PRELIMINARY INFORMATION - SUBJECT TO CHANGE					
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Narrative (Continued)

at least 25 (Twenty Five) hours in the assigned geographic areas'

Review of the airplane maintenance logbook records revealed that on March 17, 2008, the airplane had amassed a total flight time of 5.1 hours. A logbook entry for that date noted, 'This airplane meets all the controllability, airworthiness, and safety checks required by FAR 91.319(b) and chapter 4 of advisory circular 90-89A.'

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Other Aircraft Involved		
Registration Number	Aircraft Manufacturer	Model/Series Number


Accident Information	
Aircraft Damage: Destroyed	Accident Occurred During: Takeoff - initial climb
Property Damage:	

Crew	Name	Certificate No.	Injury
Pilot	On File	On File	Fatal
2			
3			
4			
5			
6			

Operator Information			
Name Killgore M/Killgore K	Operator Designator Code	Doing Business As	
Street Address	City Las Vegas	State NV	Zip Code 89134
-Type of Certificate(s) Held: None			
Air Carrier Operating Certificate(s):			
Operating Certificate:		Operator Certificate:	
Regulation Flight Conducted Under: Part 91: General Aviation			
Type of Flight Operations Conducted: Personal			

Flight Plan/Itinerary			
Type of Flight Plan Filed: None			
Last Departure Point Las Vegas	State NV	Airport Identifier VGT	
Destination Local Flight	State	Airport Identifier	

Weather Information			
Investigator's Source:	Facility ID: VGT	Observation Time (Local): 0632	
Sky/Lowest Cloud Condition: Clear	Ft. AGL		
Lowest Ceiling: None	Ft. AGL	Visibility: 10 SM	Altimeter: 29.85 "Hg

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Weather Information (Continued from page 2)

Temperature: 24 °C	Dew Point: 2 °C	Wind Direction: 360	
Wind Speed: 3 Kts.	Gusts: Kts.	Weather Conditions at Accident Site: Visual Conditions	

Administration Data

Notification From WP ROC	Date 08/22/2008	Local Time
FAA District Office/Coordinator Las Vegas FSDO James D. Brownell	Investigator-In-Charge (IIC) Elliott Simpson	