



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Chandler, Oklahoma	<b>Accident Number:</b>	GAA19CA237
<b>Date &amp; Time:</b>	April 26, 2019, 19:50 Local	<b>Registration:</b>	N621L
<b>Aircraft:</b>	Vans RV 6	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of a tailwheel-equipped airplane reported that, while landing on a grass runway, he applied the brakes and retracted the flaps and that the airplane subsequently nosed over.

The airplane sustained substantial damage to the left wing and vertical stabilizer.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's overapplication of the brakes during landing on a grass runway, which resulted in a nose-over.

## Findings

<b>Aircraft</b>	Brake - Incorrect use/operation
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Use of equip/system - Pilot
<b>Environmental issues</b>	Soft surface - Effect on operation

## Factual Information

### History of Flight

<b>Landing</b>	Nose over/nose down (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	60,Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	September 10, 2018
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	October 26, 2018
<b>Flight Time:</b>	(Estimated) 2670 hours (Total, all aircraft), 112 hours (Total, this make and model), 2004 hours (Pilot In Command, all aircraft), 84 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Vans	<b>Registration:</b>	N621L
<b>Model/Series:</b>	RV 6 Undesignat	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2001	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	60002
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 19, 2019 Condition	<b>Certified Max Gross Wt.:</b>	1700 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	563 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	YO-360 EXP 57
<b>Registered Owner:</b>		<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KCQB,984 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	01:15 Local	<b>Direction from Accident Site:</b>	154°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.97 inches Hg	<b>Temperature/Dew Point:</b>	20°C / 7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Norman, OK (OUN )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Chandler, OK (8OK6)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Grass Strip 8OK6	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	933 ft msl	<b>Runway Surface Condition:</b>	Dry;Soft;Vegetation
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2000 ft / 30 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	35.814998,-96.873886(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gutierrez, Eric
<b>Additional Participating Persons:</b>	James L Wirt; FAA; Oklahoma City, OK
<b>Original Publish Date:</b>	March 20, 2020
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=99357">https://data.nts.gov/Docket?ProjectID=99357</a>

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).