



# Aviation Investigation Final Report

<b>Location:</b>	Paola, Kansas	<b>Accident Number:</b>	GAA19CA041
<b>Date &amp; Time:</b>	June 1, 2019, 07:30 Local	<b>Registration:</b>	N515CW
<b>Aircraft:</b>	Vans RV 6	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that the airspeed was slow during landing, and "when I began my flare...[the airplane] dropped onto the runway hard and bounced." He added full power and full right rudder to abort the landing, but the airplane exited the left side of the runway. The airplane became airborne, but the landing gear wheels encountered tall grass and the airplane did not have sufficient airspeed to stay airborne. The airplane descended into the mud on the left side of the runway, collided with a drainage culvert, and nosed over.

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

The pilot reported that there were no preaccident mechanical malfunctions or failures 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 failure to maintain directional control, which resulted in a runway excursion during the aborted landing and subsequent impact with vegetation and a nose-over.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	(general) - Effect on equipment

## Factual Information

### History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Private	Age:	68,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	November 16, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 9, 2017
Flight Time:	(Estimated) 329.5 hours (Total, all aircraft), 59.5 hours (Total, this make and model), 329.5 hours (Pilot In Command, all aircraft), 8.8 hours (Last 90 days, all aircraft), 4.5 hours (Last 30 days, all aircraft), 0.5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Vans	<b>Registration:</b>	N515CW
<b>Model/Series:</b>	RV 6 Undesignat	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2004	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	22716
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Condition	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	IO-320X
<b>Registered Owner:</b>		<b>Rated Power:</b>	150 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>	KOJC, 1070 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	15:52 Local	<b>Direction from Accident Site:</b>	24°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Lees Summit, MO (LXT )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Lees Summit, MO (LXT )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Miami County K81	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	943 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	21	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3398 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	38.540279,-94.92028(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	Kevin Rowse; FAA; Wichita, KS
<b>Original Publish Date:</b>	November 6, 2019
<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=98572">https://data.nts.gov/Docket?ProjectID=98572</a>

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