



Aviation Investigation Final Report

Location:	Spring Branch, Texas	Accident Number:	GAA18CA507
Date & Time:	August 23, 2018, 12:45 Local	Registration:	N110DV
Aircraft:	Vans RV10	Aircraft Damage:	Substantial
Defining Event:	Abrupt maneuver	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, on short final, the airplane was too low, too slow, and right of the runway centerline, and that he overcorrected to clear trees located at the approach end of runway 12. Subsequently, the airplane stalled and touched down on the upsloping approach end of the runway. The right wing struck rising terrain in the safety area on the right side of the runway, and the airplane skidded across the grass safety area and came to rest on the parallel taxiway.

The airplane sustained substantial damage to both wings and the engine mounts.

The runway had rising terrain at both the approach and departure ends. The airport facility directory noted that runway 12 had 20-ft-tall trees 25 ft from the runway threshold and required a 4:1 glideslope to remain clear of them.

The pilot reported that there were no 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 the proper glidepath and his subsequent abrupt maneuver to avoid trees, which led to the exceedance of the airplane's critical angle of attack and resulted in an aerodynamic stall during landing and a subsequent loss of directional control.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Aircraft	Angle of attack - Not attained/maintained

Factual Information

History of Flight

Approach-VFR pattern final	Abrupt maneuver (Defining event)
Landing-flare/touchdown	Aerodynamic stall/spin
Landing	Loss of control on ground
Landing	Runway excursion

Pilot Information

Certificate:	Private	Age:	55,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 9, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 26, 2017
Flight Time:	(Estimated) 714 hours (Total, all aircraft), 340 hours (Total, this make and model), 705 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Vans	Registration:	N110DV
Model/Series:	RV10	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	40065
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 10, 2017 Condition	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	726 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540
Registered Owner:		Rated Power:	260 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSAT, 789 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	17:51 Local	Direction from Accident Site:	191°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	34°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Meridian, MS (MEI)	Type of Flight Plan Filed:	IFR
Destination:	Meridian, MS (MEI)	Type of Clearance:	IFR
Departure Time:	09:39 Local	Type of Airspace:	Class G

Airport Information

Airport:	Kestrel Airpark 1T7	Runway Surface Type:	Asphalt
Airport Elevation:	1261 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	3000 ft / 40 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	29.811666,-98.426109(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Jason Dunn; FAA; San Antonio, TX
Original Publish Date:	September 26, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98149

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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](#).