



Aviation Investigation Final Report

Location:	Greeley, Colorado	Accident Number:	GAA18CA473
Date & Time:	August 4, 2018, 11:30 Local	Registration:	N56LK
Aircraft:	Vans RV6	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during approach, the airplane encountered the usual amount of sink, so he added power but applied too much back stick. The airplane aerodynamically stalled, landed hard, and then came to rest 1,500 ft down the runway.

The airplane sustained substantial damage to the right wing and fuselage.

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 exceedance of the airplane's critical angle of attack during approach, which resulted in an aerodynamic stall.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Angle of attack - Capability exceeded

Factual Information

History of Flight

Landing	Miscellaneous/other
Landing	Aerodynamic stall/spin
Landing	Abnormal runway contact (Defining event)

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	85,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	June 1, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 30, 2016
Flight Time:	(Estimated) 6866.3 hours (Total, all aircraft), 25.7 hours (Total, this make and model), 6393.6 hours (Pilot In Command, all aircraft), 25.7 hours (Last 90 days, all aircraft), 4.1 hours (Last 30 days, all aircraft), 0.6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Vans	Registration:	N56LK
Model/Series:	RV6 A	Aircraft Category:	Airplane
Year of Manufacture:	2001	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	123
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	May 1, 2018 Condition	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1300 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-360-A1A
Registered Owner:		Rated Power:	180 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:	KGXY,4697 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	17:56 Local	Direction from Accident Site:	49°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	32°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Denver, CO (FTG)	Type of Flight Plan Filed:	None
Destination:	Greeley, CO (GXY)	Type of Clearance:	VFR
Departure Time:	10:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	GREELEY-WELD COUNTY GXY	Runway Surface Type:	Asphalt
Airport Elevation:	4696 ft msl	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	5801 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	40.429721,-104.641387(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Andrew Eagleton; FAA; Denver, CO
Original Publish Date:	March 18, 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=98009

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).