



# Aviation Investigation Final Report

<b>Location:</b>	Snohomish, Washington	<b>Accident Number:</b>	WPR24LA166
<b>Date &amp; Time:</b>	June 1, 2024, 11:41 Local	<b>Registration:</b>	N90VT
<b>Aircraft:</b>	THOMAS J SPENCER RV-10	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing area overshoot	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the airplane reported that, while on final approach to the runway, the wind shifted, causing him to land with a tailwind. The pilot realized that he wouldn't be able to stop the airplane on the runway, but believed the fence at the end of the runway prevented him from safely performing a go-around. The airplane overran the departure end of the runway, striking the fence and an occupied vehicle before impacting terrain.

The airplane sustained substantial damage to the wings and empennage.

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 failure to attain a proper touchdown point during landing with a tailwind which resulted in a runway overrun.

## Findings

<b>Environmental issues</b>	Tailwind - Contributed to outcome
<b>Personnel issues</b>	Identification/recognition - Pilot
<b>Aircraft</b>	Airspeed - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing</b>	Landing area overshoot (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	78,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed Without waivers/limitations	<b>Last FAA Medical Exam:</b>	January 2, 2024
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	October 3, 2023
<b>Flight Time:</b>	(Estimated) 1408 hours (Total, all aircraft), 288 hours (Total, this make and model), 1348 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Passenger Information

<b>Certificate:</b>		<b>Age:</b>	Female
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	THOMAS J SPENCER	<b>Registration:</b>	N90VT
<b>Model/Series:</b>	RV-10	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2019	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	41675
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 24, 2023 Condition	<b>Certified Max Gross Wt.:</b>	2700 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	303 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C126 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-540
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	260 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>	KPAE, 548 ft msl	<b>Distance from Accident Site:</b>	7 Nautical Miles
<b>Observation Time:</b>	11:53 Local	<b>Direction from Accident Site:</b>	279°
<b>Lowest Cloud Condition:</b>	Few / 7000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 9000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.96 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Camas, WA (1W1)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Snohomish, WA	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	10:33 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Harvey Field Airport S43	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1500 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	15L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2672 ft / 36 ft	<b>VFR Approach/Landing:</b>	Full stop

## 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>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	47.904868,-122.10274

## Administrative Information

Investigator In Charge (IIC):	Whitaker, Kathryn
Additional Participating Persons:	Justin Hanson; FAA; Seattle, WA
Original Publish Date:	July 25, 2024
Last Revision Date:	
Investigation Class:	<a href="#">Class 4</a>
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=194377">https://data.nts.gov/Docket?ProjectID=194377</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).