



National Transportation Safety Board Aviation Accident Final Report

Location:	Halifax, VA	Accident Number:	DFW08CA006
Date & Time:	10/01/2007, 1910 CDT	Registration:	N6RP
Aircraft:	Vans Aircraft RV6	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot, who was also the builder of the airplane, reported that his approach speed was too high as he was attempting to land at his 1,300-foot-long private airstrip, so he elected to abort the landing. During the go-around, he applied full power and pitched the nose of the airplane up to establish a climb; however, the installed electronic propeller control sensed an over boost condition and reduced the engine power. As result of the power reduction, there was not a sufficient power to maintain altitude and as the pilot was attempting to clear obstacles, the airplane's airspeed got too slow. Subsequently, the airplane stalled and collided with trees. The pilot further stated that he had forgotten to place the electronic propeller control switch in the manual mode when he applied full power, which would have prevented the loss of power. The pilot was not injured and was able to egress from the airplane unassisted.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent stall during a forced landing. A contributing factor was the pilot's failure to place the electronic prop controller in the manual mode prior to aborting the landing which resulted in a loss of engine power.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: LANDING - ABORTED

Findings

1. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 3	Last FAA Medical Exam:	08/01/2007
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1000 hours (Total, all aircraft), 150 hours (Total, this make and model), 35 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Vans Aircraft	Registration:	N6RP
Model/Series:	RV6	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	23075
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Subaru
ELT:		Engine Model/Series:	165 HP
Registered Owner:	Kelly T. Landrum	Rated Power:	
Operator:	Kelly T. Landrum	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Halifax, VA (NONE)	Type of Flight Plan Filed:	None
Destination:	Halifax, VA	Type of Clearance:	None
Departure Time:	CDT	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	36.751667, -78.853056

Administrative Information

Investigator In Charge (IIC):	Leah D Yeager	Report Date:	12/20/2007
Additional Participating Persons:	; Norfolk, Virginia		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).