



National Transportation Safety Board Aviation Accident Data Summary

Location:	Halifax, VA	Accident Number:	DFW08CA006
Date & Time:	10/01/2007, 1910 CDT	Registration:	N6RP
Aircraft:	Vans Aircraft RV6	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

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

Pilot Information

Certificate:	Private	Age:	53
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	
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	Engines:	1 Reciprocating
Operator:	Kelly T. Landrum	Engine Manufacturer:	Subaru
Operating Certificate(s) Held:	None	Engine Model/Series:	165 HP
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Weather Information Source:	Pilot
Lowest Ceiling:		Wind Speed/Gusts, Direction:	/ ,
Temperature:		Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Halifax, VA (NONE)	Destination:	Halifax, VA

Airport Information

Airport:	Runway Surface Type:
Runway Used:	Runway Surface Condition:
Runway Length/Width:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Leah D Yeager	Adopted Date:	12/20/2007
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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