



National Transportation Safety Board Aviation Accident Final Report

Location:	Las Cruces, NM	Accident Number:	CEN14LA471
Date & Time:	09/01/2014, 0830 MDT	Registration:	N613LE
Aircraft:	BORING ROBERT BURTON RV6A	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that he and another pilot had conducted a series of touch-and-go landings. He added that, after takeoff for the accident touch-and-go landing and during the base-to-final turn in the airport traffic pattern, the airplane's bank angle was too steep, its nose attitude was too high, and its airspeed was low. The airplane then entered a stall/spin. The pilot was able to recover to a wings-level, nose-low attitude before the airplane impacted the ground short of the runway. The pilot reported 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 adequate airspeed, which led to the airplane exceeding its critical angle-of-attack and experiencing a stall/spin.

Findings

Aircraft	Angle of attack - Capability exceeded (Cause) Airspeed - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)

Factual Information

On September 1, 2014, about 0830 mountain daylight time, an amateur-built RV-6A airplane was substantially damaged when it impacted the ground following a loss of control during a landing approach to runway 8 at the Las Cruces International Airport, Las Cruces, New Mexico. The pilot received serious injuries and the pilot rated passenger received minor injuries. The airplane received substantial damage to both wings and the fuselage. The aircraft was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, which was not operated on a flight plan. The local flight originated about 0730.

The pilot reported that he and another pilot had performed a series of touch and go landings using runway 26. They then continued making touch and go landings using the other runways at the airport. The last takeoff prior to the accident was made from runway 22. They then entered a left downwind for runway 8, and then turned from the downwind to the base leg. The pilot stated that the base to final turn started to get steep as to not "overrun the runway" and the nose attitude was slightly high. When the airplane was about halfway through the base to final turn, the pilot felt that the airplane was slow and they needed to get the nose down. About that time he felt the pre-stall "burble" and he immediately knew that the airplane bank was too steep and the airspeed was too slow. He immediately pushed forward on the controls as the stall/spin began. He was able to recovery to a wings level, nose low attitude before the airplane impacted the ground short of the runway. In his report he stated that there were no mechanical malfunctions of the airplane.

History of Flight

Approach-VFR pattern final	Loss of control in flight (Defining event)
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Pilot Information

Certificate:	Private	Age:	42
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last Medical Exam:	05/29/2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	773 hours (Total, all aircraft), 10 hours (Total, this make and model), 743 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Private	Age:	31
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	05/03/2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BORING ROBERT BURTON	Registration:	N613LE
Model/Series:	RV6A A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	23993
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	08/06/2014, Conditional	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	324.2 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320 E2D
Registered Owner:	On file	Rated Power:	160 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	LRU	Observation Time:	0730 MDT
Distance from Accident Site:	1 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	270°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Las Cruces, NM (LRU)	Type of Flight Plan Filed:	None
Destination:	Las Cruces, NM (LRU)	Type of Clearance:	None
Departure Time:	0730 MDT	Type of Airspace:	Class E

Airport Information

Airport:	LAS CRUCES INTL (LRU)	Runway Surface Type:	Asphalt
Airport Elevation:	4456 ft	Runway Surface Condition:	Dry
Runway Used:	08	IFR Approach:	None
Runway Length/Width:	6069 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor		

Administrative Information

Investigator In Charge (IIC):	John M Brannen	Adopted Date:	10/19/2015
Additional Participating Persons:	David Jones; FAA - Albuquerque FSDO; Albuquerque, NM		
Publish Date:	10/19/2015		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90002		

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