



National Transportation Safety Board Aviation Accident Final Report

Location:	Monument Valley, UT	Accident Number:	GAA19CA374
Date & Time:	06/27/2019, 1142 MDT	Registration:	N475AH
Aircraft:	Vans RV 6	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, during landing, the airplane bounced hard. He applied full power and aborted the landing. He recalled that he "must have allowed the front end to come up too high," which led to the airplane stalling and veering left. The left wing and then the right wing struck the ground. The airplane sustained substantial damage to both wings. The pilot reported that there were 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 exceedance of the airplane's critical angle of attack during the aborted landing, which resulted in an aerodynamic stall.

Findings

Aircraft	Angle of attack - Capability exceeded (Cause)
Personnel issues	Aircraft control - Pilot (Cause)

Factual Information

History of Flight

Landing-aborted after touchdown	Collision with terr/obj (non-CFIT)
Takeoff	Collision with terr/obj (non-CFIT)
Landing-flare/touchdown	Hard landing (Defining event)

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed	Last FAA Medical Exam:	12/12/2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	08/20/2017
Flight Time:	(Estimated) 446.3 hours (Total, all aircraft), 216.4 hours (Total, this make and model), 355.4 hours (Pilot In Command, all aircraft), 47.9 hours (Last 90 days, all aircraft), 26.1 hours (Last 30 days, all aircraft), 3.7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Vans	Registration:	N475AH
Model/Series:	RV 6 Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	1992	Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	20475
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	04/01/2019, Condition	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	O-360
Registered Owner:	On file	Rated Power:	180
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KPGA, 4310 ft msl	Distance from Accident Site:	60 Nautical Miles
Observation Time:	0353 UTC	Direction from Accident Site:	265°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	30° C / -2° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Moriarty, NM (0E0)	Type of Flight Plan Filed:	None
Destination:	Moriarty, NM (0E0)	Type of Clearance:	None
Departure Time:	1000 MDT	Type of Airspace:	Class G

Airport Information

Airport:	Monument Valley (UT25)	Runway Surface Type:	Asphalt
Airport Elevation:	5192 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Go Around; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	37.016667, -110.200556 (est)

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	04/13/2020
Additional Participating Persons:	Jon A Hanson; FAA; Salt Lake City, UT		
Publish Date:	04/13/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=99722		

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](#).