



## MEMORANDUM FOR RECORD

**Eric Alleyne**  
**Air Safety Investigator**  
**National Transportation Safety Board**  
**Office of Aviation Safety - Eastern**  
**Region**

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**NTSB Case Number: ERA23LA010**  
**Model/N#: RV-4 / N262DF**  
**Date: 10/27/2022**  
**Subject: FAA statement of events**

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This statement was received from the FAA inspector that was on scene and interviewed the pilot.

*Inspector Richard Chaty and FAAST Team Manager Brian Givens called Clinthorne at 10:00 a.m. on Thursday, October 27, 2022, to counsel him regarding his accident on October 7, 2022, in an RV-4, N262DF, where Clinthorne landed short of the Cheat River Island grass field resulting in N262DF being severely damaged and Clinthorne receiving multiple injuries including 5 breaks in his spine. The accident appeared to be the result of a low altitude stall/spin during a high bank angle and high-G turn from a close downwind to final.*

*Clinthorne reviewed his memories of the accident on 10-7-2022 near the Cheat River Island grass strip. He stated that after overflying the airfield he descended to 200 feet as he entered a tight left downwind leg over the Cheat River. As Clinthorne made a tight turn from downwind to final he noted that his angle of attack instrument was reading well below critical angle, then within a second the plane rolled right and slammed into the ground. He offered the hypothesis that a sudden gust cut his lift and caused the stall/spin.*

*Inspector Chaty counseled Clinthorne that his approach put him in a vulnerable position because it was too low and too close to the runway, which required the steep bank angle and high-G turn that raised his stall speed unacceptably. Clinthorne was advised that a stabilized, straight in approach was recommended and would have significantly increased his safety margin by eliminating the need for such tight turns.*

*Witnesses report the airman made his downwind approach well inside the approach used by the other Fly in participants. Witnesses state the airman was low, about 30 to 40 feet above the ground in a Steep bank at high speed and crashed approximately 500 yards from the end of the runway.*