



Aviation Investigation Factual Report

Location:	Sparks, Nevada	Accident Number:	WPR09LA218
Date & Time:	April 26, 2009, 13:00 Local	Registration:	N690V
Aircraft:	Weinberg RV-6	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On April 26, 2009, about 1300 Pacific daylight time, an experimental Weinberg RV-6, N690V, was attempting a precautionary landing due to an unlatched canopy when it landed hard on runway 03 at the Air Sailing Gliderport (NV23), Sparks, Nevada. The pilot/owner operated the airplane under the provisions of Title 14 Code of Federal Regulations Part 91 as a personal flight. The pilot, the sole occupant, was not injured; the airplane sustained substantial damage to its wings. The flight had departed Cameron Airpark (O61), Cameron Park, California, about 1000, and was returning there when the accident happened. Visual meteorological conditions prevailed for the cross-country flight, and no flight plan had been filed.

In the pilot's written statement, he reported that just after liftoff, the canopy opened. The remaining runway was too short to abort, so he continued the climb to 1,000 feet and attempted to close the canopy. The pilot stated that he was able to partially lock the canopy and was going to make a precautionary landing and close the canopy. As the airplane was in the landing flare for runway 3, the canopy opened again. This time it obscured the pilot's forward view. The pilot indicated that a 15-knot, 30-degree crosswind existed, and upon touchdown the crosswind caused the airplane to drift to the left into a sagebrush where the airplane went up on its nose.

In the RECOMMENATION (How could this accident/incident have been prevented) section of the Pilot/Operator's Report (NTSB Form 6120.1), the pilot stated that the accident could have been prevented if he had used the pre-takeoff checklist. The canopy was not completely closed prior to takeoff. The pilot further reported that there were no mechanical anomalies with the accident airplane prior to the accident, other than the open canopy.

A witness to the accident reported that he observed the accident airplane in a normal left pattern approach for runway 3L at NV23. He reported the following weather conditions: clear skies below 10,000 feet; turbulent wind from 050 to 060 degrees at 12 knots gusting to about 15 to 18 knots. The witness stated that as the accident airplane touched down it bounced slightly, as evidenced by a small cloud of dust, followed by a small increase in altitude. The airplane touched down again on all three landing gear; the right wing dropped and the airplane veered to the right. The witness reported that the airplane then made a rapid 90-degree left turn and tipped up onto its nose.

Pilot Information

Certificate:	Private	Age:	85, 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:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 8, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 31, 2008
Flight Time:	5560 hours (Total, all aircraft), 11 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Weinberg	Registration:	N690V
Model/Series:	RV-6	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	20051
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	September 5, 2008 Condition	Certified Max Gross Wt.:	965 lbs
Time Since Last Inspection:	18 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	944 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1A
Registered Owner:	Robert M McKay Trustee	Rated Power:	180 Horsepower
Operator:	Robert M McKay Trustee	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RNO,4415 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	190°
Lowest Cloud Condition:	Few / 700 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	12°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sparks, NV (NV23)	Type of Flight Plan Filed:	None
Destination:	Cameron Park, CA (061)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	

Airport Information

Airport:	Air Sailing Gliderport NV23	Runway Surface Type:	Dirt
Airport Elevation:	4300 ft msl	Runway Surface Condition:	Dry
Runway Used:	03	IFR Approach:	None
Runway Length/Width:	3000 ft / 60 ft	VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.871944,-119.700836

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	Jack Roche; Federal Aviation Administration; Reno, NV
Report Date:	April 1, 2010
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=73734

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).