



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Mankato, Minnesota	Accident Number:	CEN22LA191
Date & Time:	May 3, 2022, 19:48 Local	Registration:	N5060
Aircraft:	Vans RV6A	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while landing the airplane slowed and, as the nosewheel touched down, the airplane abruptly lurched to the side. The airplane exited the runway surface, struck a berm, became airborne, and came to rest nose down near the airport perimeter fence. The firewall, left wing, and rudder sustained substantial damage.

A postaccident examination of the flight controls and landing gear revealed no mechanical anomalies that would have precluded normal operations; the damage was consistent with impact and overload from the accident sequence. Based upon the ground scars and condition of the nose landing gear it is likely that the pilot landed the airplane with excessive speed and lost directional control.

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 directional control while landing with a higher airspeed.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Airspeed - Incorrect use/operation
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

On May 3, 2022, about 1948 central daylight time, a Vans RV-6A, N5060, sustained substantial damage when it was involved in an accident near Mankato, Minnesota. The pilot was seriously injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that he entered downwind for a left traffic pattern for runway 15. As the airplane crossed the runway threshold the pilot reduced the engine power to idle; shortly thereafter, the main landing gear touched down onto the runway surface. The airplane slowed, and as the nosewheel touched down the airplane abruptly lurched to the side. The airplane exited the runway surface, struck a berm, and came to rest nose down. The firewall, left wing, and rudder sustained substantial damage.

The airplane came to rest about 450 ft north of the Bravo taxiway and about 625 ft east of the centerline for runway 15, near the airport perimeter fence. The ground scars between the runway and the airplane were not continuous.

The airplane was recovered to a facility for further examination. The bolts securing the nosegear to the strut were fractured. The nosegear strut was wedged in place but was able to rotate. A postaccident examination of the flight controls and landing gear revealed no mechanical anomalies that would have precluded normal operations.

Pilot Information

Certificate:	Private	Age:	78,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 None	Last FAA Medical Exam:	April 6, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 16, 2021
Flight Time:	1059 hours (Total, all aircraft), 33 hours (Total, this make and model), 1059 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Vans	Registration:	N5060
Model/Series:	RV6A	Aircraft Category:	Airplane
Year of Manufacture:	1997	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	20815
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	April 14, 2021 Condition	Certified Max Gross Wt.:	1900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	374.1 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O360-A4M
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMKT,1021 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	19:56 Local	Direction from Accident Site:	164°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	14°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Le Sueur, MN (K12Y)	Type of Flight Plan Filed:	None
Destination:	Mankato, MN	Type of Clearance:	None
Departure Time:	19:15 Local	Type of Airspace:	Unknown

Airport Information

Airport:	Mankato Regional Airport MKT	Runway Surface Type:	Concrete
Airport Elevation:	1021 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	6600 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	44.2227,-93.9193(est)

Administrative Information

Investigator In Charge (IIC):	Link, Samantha
Additional Participating Persons:	Chuck Keller; Federal Aviation Administration; Minneapolis, MN
Original Publish Date:	May 16, 2024
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=105049

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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](#).