



Aviation Investigation Final Report

Location:	Elberta, Alabama	Accident Number:	ERA22LA423
Date & Time:	September 14, 2022, 12:30 Local	Registration:	N955DK
Aircraft:	KUMHYR DAVID B VANS RV-8A	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot described that during the landing approach to the turf runway, while about 50 feet above the runway threshold, he reduced engine power and the airplane began to descend rapidly. He responded by increasing engine power, but the airplane impacted the ground and nosed over. The airplane’s fuselage and vertical stabilizer were substantially damaged. The pilot reported that there were no preimpact mechanical malfunctions or failures of 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 an appropriate descent rate during the landing approach, which resulted in a loss of control and subsequent nose over during landing.

Findings

Aircraft	Descent rate - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Private	Age:	79, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	August 19, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 1670 hours (Total, all aircraft), 140 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	KUMHYR DAVID B	Registration:	N955DK
Model/Series:	VANS RV-8A	Aircraft Category:	Airplane
Year of Manufacture:	2004	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	81538
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	March 8, 2022 Condition	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	413.8 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-B1A
Registered Owner:	R&V PROPERTIES LLC	Rated Power:	180 Horsepower
Operator:	R&V PROPERTIES LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KNPA,30 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	12:56 Local	Direction from Accident Site:	126°
Lowest Cloud Condition:	Few / 25000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	29°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	McComb , MS (KMCB)	Type of Flight Plan Filed:	None
Destination:	Elberta, AL	Type of Clearance:	VFR
Departure Time:	11:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Shields AL55	Runway Surface Type:	Grass/turf
Airport Elevation:	95 ft msl	Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	2175 ft / 80 ft	VFR Approach/Landing:	Straight-in

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:	30.441864,-87.463868(est)

Administrative Information

Investigator In Charge (IIC):	Rayner, Brian
Additional Participating Persons:	Nina McBride; FAA/FSDO; Birmingham, AL
Original Publish Date:	May 11, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=105959

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](#).