



# Aviation Investigation Final Report

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

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

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Nose over/nose down (Defining event)
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### Pilot Information

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

### Aircraft and Owner/Operator Information

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

## Meteorological Information and Flight Plan

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

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	30.441864,-87.463868(est)

## Administrative Information

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

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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](#).