



Aviation Investigation Final Report

Location:	Kingston, Tennessee	Accident Number:	ERA23LA242
Date & Time:	May 19, 2023, 15:00 Local	Registration:	N105GS
Aircraft:	GARY R BREARLEY RV-9A	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that the airplane bounced upon landing and the nose landing gear impacted the turf runway. Subsequently, the nose landing gear dug into the runway and the airplane nosed over resulting in substantial damage to the fuselage, vertical stabilizer, and rudder. The pilot reported that there were no preaccident mechanical malfunctions or failures with 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 improper landing flare and subsequent improper recovery from a bounced landing which resulted in a nose over.

Findings

Aircraft	Landing flare - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact (Defining event)
Landing-flare/touchdown	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	75, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	June 14, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 4, 2022
Flight Time:	670 hours (Total, all aircraft), 170 hours (Total, this make and model), 670 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GARY R BREARLEY	Registration:	N105GS
Model/Series:	RV-9A NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2015	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	91280
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	September 1, 2022 Condition	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	222.7 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	O-320-B1A
Registered Owner:	On file	Rated Power:	160 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:	TYS,980 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	87°
Lowest Cloud Condition:	Few / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	26°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lafollette, TN (TN44)	Type of Flight Plan Filed:	None
Destination:	Kingston, TN	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	WOLF CREEK 2TN7	Runway Surface Type:	Grass/turf
Airport Elevation:	890 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	2400 ft / 60 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	35.802402,-84.417663(est)

Administrative Information

Investigator In Charge (IIC):	Young, Joshua
Additional Participating Persons:	Brad Holland; FAA/FSDO; Nashville, TN
Original Publish Date:	July 7, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192233

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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](#).