



Aviation Investigation Final Report

Location:	London, Kentucky	Accident Number:	ERA24LA039
Date & Time:	November 7, 2023, 17:00 Local	Registration:	N2606A
Aircraft:	GAULDEN WILLIAM D VANS RV-4	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot purchased the airplane the day prior to the accident. During the landing at the destination airport, the airplane bounced, and the pilot intended to abort the landing; however, he accidentally advanced the elevator trim lever, rather than the throttle lever (which were similarly positioned and shaped). The airplane subsequently touched down a second time nose-low, resulting in damage to the main landing gear and propeller. Several fuselage tubes were also substantially damaged during the landing. The pilot stated 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 inadvertent application of nose down pitch trim during the attempted aborted landing, which resulted in abnormal contact with the runway.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Pitch control - Incorrect use/operation

Factual Information

History of Flight

Landing-aborted after touchdown	Abnormal runway contact (Defining event)
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Pilot Information

Certificate:	Private	Age:	66,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
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 With waivers/limitations	Last FAA Medical Exam:	April 18, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 4, 2023
Flight Time:	1566 hours (Total, all aircraft), 5.6 hours (Total, this make and model), 1475 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GAULDEN WILLIAM D	Registration:	N2606A
Model/Series:	VANS RV-4	Aircraft Category:	Airplane
Year of Manufacture:	2006	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	3270
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 4, 2023 Condition	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	225 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-360-A1A
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:	Not reported
Observation Facility, Elevation:	LOZ, 1211 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	70°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	23°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Martinsville, VA (KMTV)	Type of Flight Plan Filed:	None
Destination:	London, KY	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	LONDON/CORBIN/MAGEE LOZ	Runway Surface Type:	Asphalt
Airport Elevation:	1212 ft msl	Runway Surface Condition:	Dry
Runway Used:	06/24	IFR Approach:	None
Runway Length/Width:	5751 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	37.086889,-84.077389(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Gary Austin; FAA/FSDO; Louisville, KY
Original Publish Date:	December 13, 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=193392

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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](#).