



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Searcy, Arkansas	Accident Number:	CEN24LA066
Date & Time:	December 11, 2023, 18:50 Local	Registration:	N113DT
Aircraft:	Vans RV6	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Flight test		

Analysis

The pilot reported that after he had landed the airplane, the pilot-rated passenger requested to take the flight controls and fly the airplane around the traffic pattern. The pilot agreed. The pilot stated that the night flight in the traffic pattern was satisfactory, but when the passenger turned onto the final approach, they were low and slow. The pilot told the passenger to perform a go-around and he applied full throttle, but the left wing and left tire contacted the runway. The pilot reported that the passenger pulled back on the yoke and the airplane bounced back into the air. The airplane impacted the precision approach path indicator (PAPI) lights, stalled, impacted the ground on the main landing gear, skidded about 20 ft, and flipped over. The passenger stated that he does not recall flying the airplane and his last memory is of the ambulance ride to the hospital. The vertical stabilizer and left-wing sustained substantial damage.

The pilot reported there were no preimpact mechanical malfunctions or failures with the airframe or the engine that would have precluded normal operation. The postaccident examination of the airplane revealed no preimpact anomalies.

Based on the pilot's statement, it is likely that the passenger failed to maintain control during the landing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot-rated passenger's reported failure to maintain control during the landing.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing	Loss of control in flight (Defining event)
Landing	Abnormal runway contact
Landing	Aerodynamic stall/spin
Landing	Attempted remediation/recovery
Landing	Roll over

On December 11, 2023, about 1850 central standard time, a Van’s Aircraft RV-6A, N113DT, was substantially damaged when it was involved in an accident at the Searcy Municipal Airport (SRC) in Searcy, Arkansas. The pilot and pilot-rated passenger sustained minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 flight test.

The pilot-rated passenger, who was also an airframe and powerplant mechanic with inspection authorization, reported that the pilot requested that he accompany him on a flight test after the No. 1 cylinder was replaced.

The passenger reported that the engine run-up was uneventful except for a brief “stumble” when switching the magnetos to the electronic magnetos. The pilot assured him that the engine response was normal.

The pilot reported that they departed runway 19 at SRC and flew to Woodruff County Airport (M60) in Augusta, Arkansas. The passenger stated that the airplane performed unremarkably during the flight to M60 except for a brief stumble in rpm when the throttle was retarded to 1,500 rpm. After performing one landing at M60, they returned to SRC.

The pilot reported that he performed two landings at SRC. After the second landing he intended to taxi the airplane to the parking area, but the passenger asked if he could take the airplane around the traffic pattern. The pilot agreed.

The pilot stated that the flight in the traffic pattern was satisfactory, but when the passenger turned onto final approach, they were too low and slow. The pilot told him to perform a go-around. The passenger pushed the throttle all the way forward and the nose of the airplane yawed to the left. The left wingtip and left tire contacted the runway. The passenger pulled back on the yoke and the airplane bounced back into the air. The left wing impacted the precision approach path indicator (PAPI) lights. The pilot told the passenger to land the airplane, but the passenger told him that he could save it. The pilot reported that the airplane stalled, impacted the ground on the main landing gear, skidded about 20 ft, and flipped over. The airplane came to rest inverted in a field next to the runway. The airplane sustained substantial damage to the left wing and vertical stabilizer.

The passenger reported that he does not remember flying the airplane. He stated that his last memory before the ambulance ride was flying back to SRC from M60.

The pilot reported there were no preimpact mechanical malfunctions or failures with the airframe or the engine that would have precluded normal operation. The postaccident examination of the airplane revealed no preimpact anomalies.

Pilot Information

Certificate:	Private	Age:	38,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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	February 18, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 6, 2023
Flight Time:	137 hours (Total, all aircraft), 91 hours (Total, this make and model), 96 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Pilot-rated passenger Information

Certificate:	Private; Sport Pilot	Age:	52,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Sport pilot	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	August 11, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 27, 2023
Flight Time:	754 hours (Total, all aircraft), 702 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Vans	Registration:	N113DT
Model/Series:	RV6 A	Aircraft Category:	Airplane
Year of Manufacture:	2002	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	25479
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 1, 2022 Condition	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	436 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-320E3D
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:	Night
Observation Facility, Elevation:	KSRC, 264 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	18:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.28 inches Hg	Temperature/Dew Point:	4°C / -2°C
Precipitation and Obscuration:			
Departure Point:	Searcy, AR	Type of Flight Plan Filed:	
Destination:	Searcy, AR	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Searcy Municipal Airport SRC	Runway Surface Type:	Asphalt
Airport Elevation:	264 ft msl	Runway Surface Condition:	Dry
Runway Used:	01	IFR Approach:	None
Runway Length/Width:	6008 ft / 100 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	35.206111,-91.739722

Administrative Information

Investigator In Charge (IIC):	Abraham, Laura
Additional Participating Persons:	Thomas Farago; FAA; Little Rock, AR
Original Publish Date:	February 20, 2025
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=193535

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](#).