



Aviation Investigation Final Report

Location:	Snohomish, Washington	Accident Number:	WPR24LA166
Date & Time:	June 1, 2024, 11:41 Local	Registration:	N90VT
Aircraft:	THOMAS J SPENCER RV-10	Aircraft Damage:	Substantial
Defining Event:	Landing area overshoot	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the airplane reported that, while on final approach to the runway, the wind shifted, causing him to land with a tailwind. The pilot realized that he wouldn't be able to stop the airplane on the runway, but believed the fence at the end of the runway prevented him from safely performing a go-around. The airplane overran the departure end of the runway, striking the fence and an occupied vehicle before impacting terrain.

The airplane sustained substantial damage to the wings and empennage.

The pilot reported that there were no preaccident mechanical failures or malfunctions 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 failure to attain a proper touchdown point during landing with a tailwind which resulted in a runway overrun.

Findings

Environmental issues	Tailwind - Contributed to outcome
Personnel issues	Identification/recognition - Pilot
Aircraft	Airspeed - Not attained/maintained

Factual Information

History of Flight

Landing	Landing area overshoot (Defining event)
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Pilot Information

Certificate:	Private	Age:	78, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	January 2, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 3, 2023
Flight Time:	(Estimated) 1408 hours (Total, all aircraft), 288 hours (Total, this make and model), 1348 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	5-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	THOMAS J SPENCER	Registration:	N90VT
Model/Series:	RV-10	Aircraft Category:	Airplane
Year of Manufacture:	2019	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	41675
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 24, 2023 Condition	Certified Max Gross Wt.:	2700 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	303 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540
Registered Owner:	On file	Rated Power:	260 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:	KPAE, 548 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	279°
Lowest Cloud Condition:	Few / 7000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 9000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	16°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Camas, WA (1W1)	Type of Flight Plan Filed:	IFR
Destination:	Snohomish, WA	Type of Clearance:	IFR
Departure Time:	10:33 Local	Type of Airspace:	Class G

Airport Information

Airport:	Harvey Field Airport S43	Runway Surface Type:	Asphalt
Airport Elevation:	1500 ft msl	Runway Surface Condition:	Dry
Runway Used:	15L	IFR Approach:	None
Runway Length/Width:	2672 ft / 36 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:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	47.904868,-122.10274

Administrative Information

Investigator In Charge (IIC):	Whitaker, Kathryn
Additional Participating Persons:	Justin Hanson; FAA; Seattle, WA
Original Publish Date:	July 25, 2024
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=194377

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](#).