



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | YORK, Pennsylvania                   | <b>Accident Number:</b> | NYC97LA050  |
| <b>Date &amp; Time:</b>        | February 2, 1997, 10:30 Local        | <b>Registration:</b>    | N42BN       |
| <b>Aircraft:</b>               | Berry VANS RV-4                      | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

The pilot/owner of a homebuilt Vans RV-4 airplane flew to his destination airport. He stated that he entered the down wind traffic pattern for landing, and observed an airplane on the taxiway, short of the runway. When he turned from base to final approach, the airplane on the ground taxied onto the runway. The RV-4 pilot elected to do 'S' turns to give the airplane on the runway time to depart, but it remained on the runway, so the RV-4 pilot initiated a go-around. Power was applied, and the wings were leveled, but the airplane continued to descend and contacted the ground. The airplane was damaged during ground contact, but it became airborne again and continued flying. The pilot then landed without further incident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's delay in initiating a go-around, and his failure to maintain airspeed, which resulted in an inadvertent stall/mush and contact with the terrain.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. (C) GO-AROUND - DELAYED - PILOT IN COMMAND

2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

## Factual Information

On February 2, 1997, at 1030 eastern standard time, a homebuilt, Vans RV-4, N42BN, was substantially damaged when it struck the ground during a go-around at the York Airport (THV), York, Pennsylvania. The certificated commercial pilot and passenger were not injured. Visual meteorological conditions prevailed for the personal flight that originated at Westminster, Maryland, about 1000. No flight plan had been filed for the flight conducted under 14 CFR Part 91.

In the pilot's written statement, he said that he entered the down wind traffic pattern for landing on runway 34, and observed an airplane on the taxiway, short of the runway. When the pilot turned his airplane from base to final approach, the airplane on the ground taxied onto the runway. He elected to do "S" turns to give the airplane on the runway time to depart, but airplane remained on the runway.

The pilot also said:

"...Prior to ground impact, I elected to wave off...power was applied...Upon rolling wings level...I felt a left slip and stick shaker...The aircraft began falling, rolling left impacting the ground..."

The pilot further stated that during ground impact, full power was applied, and the airplane became airborne. The pilot continued the climb and then completed a successful landing at THV. The pilot stated that he encountered no malfunctions with the airframe or engine.

## Pilot Information

|                                  |   |  |                |
|----------------------------------|---|--|----------------|
| <b>Certificate:</b>              | Commercial; Flight instructor   | <b>Age:</b>                              | 54, Male       |
| <b>Airplane Rating(s):</b>       | Single-engine land; Multi-engine land   | <b>Seat Occupied:</b>                    | Front          |
| <b>Other Aircraft Rating(s):</b> | Helicopter  | <b>Restraint Used:</b>                   |                |
| <b>Instrument Rating(s):</b>     | Airplane; Helicopter  | <b>Second Pilot Present:</b>             | No             |
| <b>Instructor Rating(s):</b>     | Airplane single-engine; Helicopter; Instrument airplane; Instrument helicopter  | <b>Toxicology Performed:</b>             | No             |
| <b>Medical Certification:</b>    | Class 2 Valid Medical--no waivers/lim.  | <b>Last FAA Medical Exam:</b>            | March 27, 1996 |
| <b>Occupational Pilot:</b>       | UNK   | <b>Last Flight Review or Equivalent:</b> |                |
| <b>Flight Time:</b>              | 10000 hours (Total, all aircraft), 50 hours (Total, this make and model), 9500 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) |  |                |

## Aircraft and Owner/Operator Information

|                                      |  |                                       |                 |
|--------------------------------------|--|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Berry  | <b>Registration:</b>                  | N42BN           |
| <b>Model/Series:</b>                 | VANS RV-4 VANS RV-4                                    | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |  | <b>Amateur Built:</b>                 | Yes             |
| <b>Airworthiness Certificate:</b>    | Experimental (Special)                                 | <b>Serial Number:</b>                 | 2394            |
| <b>Landing Gear Type:</b>            | Tailwheel  | <b>Seats:</b>                         |                 |
| <b>Date/Type of Last Inspection:</b> | July 18, 1996 Annual                                   | <b>Certified Max Gross Wt.:</b>       |                 |
| <b>Time Since Last Inspection:</b>   | 38 Hrs   | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 38 Hrs   | <b>Engine Manufacturer:</b>           | Lycoming        |
| <b>ELT:</b>                          | Installed, activated, did not aid in locating accident | <b>Engine Model/Series:</b>           | 0320-E3D        |
| <b>Registered Owner:</b>             | TIMOTHY L. BERRY                                       | <b>Rated Power:</b>                   | 160 Horsepower  |
| <b>Operator:</b>                     |  | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    |  | <b>Operator Designator Code:</b>      |                 |

## Meteorological Information and Flight Plan

|   |                                  |   |                   |
|---|----------------------------------|---|-------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day               |
| <b>Observation Facility, Elevation:</b> | MDT ,310 ft msl                  | <b>Distance from Accident Site:</b>         | 20 Nautical Miles |
| <b>Observation Time:</b>                | 10:50 Local                      | <b>Direction from Accident Site:</b>        | 5°                |
| <b>Lowest Cloud Condition:</b>          | Scattered / 18000 ft AGL         | <b>Visibility</b>                           | 7 miles           |
| <b>Lowest Ceiling:</b>                  | Broken / 25000 ft AGL            | <b>Visibility (RVR):</b>                    |                   |
| <b>Wind Speed/Gusts:</b>                | 6 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | /                 |
| <b>Wind Direction:</b>                  | 180°                             | <b>Turbulence Severity Forecast/Actual:</b> | /                 |
| <b>Altimeter Setting:</b>               | 30 inches Hg                     | <b>Temperature/Dew Point:</b>               | 4°C / 2°C         |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                   |
| <b>Departure Point:</b>                 | WESTMINSTER , MD (W54)           | <b>Type of Flight Plan Filed:</b>           | None              |
| <b>Destination:</b>                     | (THV)                            | <b>Type of Clearance:</b>                   | None              |
| <b>Departure Time:</b>                  | 10:00 Local                      | <b>Type of Airspace:</b>                    | Class G           |

## Airport Information

|                             |                  |                                  |                 |
|-----------------------------|------------------|----------------------------------|-----------------|
| <b>Airport:</b>             | YORK THV         | <b>Runway Surface Type:</b>      | Asphalt         |
| <b>Airport Elevation:</b>   | 480 ft msl       | <b>Runway Surface Condition:</b> | Dry             |
| <b>Runway Used:</b>         | 34               | <b>IFR Approach:</b>             | None            |
| <b>Runway Length/Width:</b> | 5188 ft / 100 ft | <b>VFR Approach/Landing:</b>     | Traffic pattern |

## Wreckage and Impact Information

|                            |        |                             |                           |
|----------------------------|--------|-----------------------------|---------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial               |
| <b>Passenger Injuries:</b> | 1 None | <b>Aircraft Fire:</b>       | None                      |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> | 40.000389,-76.839431(est) |

## Administrative Information

**Investigator In Charge (IIC):** Pearce, Robert

**Additional Participating Persons:** HOWARD GUNTER;

**Original Publish Date:** October 31, 1997

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=39324>

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](#).