



Aviation Investigation Final Report

Location:	Sewanee, Tennessee	Accident Number:	ERA10CA332
Date & Time:	June 25, 2010, 15:00 Local	Registration:	N3856D
Aircraft:	Crabtree RV6	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, after completing a local flight approximately 1 hour in duration, he returned for landing at his home airport. He then "attempted to land too fast and too high." The airplane bounced twice and veered off the side of the runway into the grass. The airplane nosed over and came to rest inverted, which resulted in substantial damage to the vertical stabilizer and rudder. The pilot reported that there were no mechanical malfunctions or failures.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper recovery from a bounced landing.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	(general) - Incorrect use/operation

Factual Information

History of Flight

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

Pilot Information

Certificate:	Flight engineer; Private	Age:	83,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last FAA Medical Exam:	December 26, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 23, 1994
Flight Time:	200 hours (Total, all aircraft), 7 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Crabtree	Registration:	N3856D
Model/Series:	RV6 A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	23160
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	April 5, 2010 Condition	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	Damon L. Crabtree	Rated Power:	160 Horsepower
Operator:	Damon L. Crabtree	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CHA,683 ft msl	Distance from Accident Site:	36 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	110°
Lowest Cloud Condition:		Visibility	6 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	24 knots / 28 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	31°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sewanne, TN (UOS)	Type of Flight Plan Filed:	None
Destination:	Sewanne, TN (UOS)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	

Airport Information

Airport:	Franklin County UOS	Runway Surface Type:	Asphalt
Airport Elevation:	1953 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3700 ft / 50 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.205276,-85.888885(est)

Administrative Information

Investigator In Charge (IIC):	Etcher, Shawn
Additional Participating Persons:	Bruce Bolton; FAA/FSDO; Nashville, TN
Original Publish Date:	December 20, 2010
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=76440

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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](#).