



Aviation Investigation Final Report

Location:	Sequim, Washington	Accident Number:	WPR12LA174
Date & Time:	April 10, 2012, 13:15 Local	Registration:	N6000Z
Aircraft:	WILLERTON VANS RV6A	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot reported that during the climbing phase of the flight, both he and the flight instructor observed fuel leaking from the right wing fuel cap. The pilot made a precautionary landing at a nearby airport. During landing, the airplane landed hard and the propeller struck the ground, substantially damaging the airplane firewall. Postaccident examination of the airplane revealed that the stopper-type fuel cap was locked; however, it was not properly secured in the filler port of the fuel tank. Yet, this would not have affected the landing. The pilot reported no mechanical malfunctions or failures that would have precluded normal operations.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate landing flare, which resulted in a hard landing.

Findings

Aircraft	Landing flare - Not attained/maintained
Environmental issues	(general) - Not specified

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
Landing-flare/touchdown	Landing gear collapse

On April 10, 2012, about 1315 Pacific daylight time, a Willerton Vans RV-6A, N6000Z, sustained substantial damage to the firewall during a precautionary landing at Blue Ribbon Airport (WN29), Sequim, Washington. The certified flight instructor (CFI) and private pilot were not injured. The airplane was registered to and operated by the private pilot. The local instructional flight was conducted under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed, and no flight plan had been filed. The flight originated from Sequim Valley Airport (W28), Sequim, Washington at 1300.

The private pilot reported that while climbing through about 4,000 feet, both the CFI and he observed fuel leaking from the right wing fuel cap. They initiated a precautionary landing to WN29. After a normal approach, the airplane struck the runway hard causing the propeller to strike the ground. Subsequently, the airplane's firewall was substantially damaged. The pilot reported no mechanical malfunctions or failures that would have precluded normal operations.

Post-accident examination of the aircraft was conducted by a Federal Aviation Administration (FAA) inspector. The stopper type fuel cap was found locked; however, the fuel cap was loose and not properly secured within the filler port.

Flight instructor Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	75, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	October 15, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 15, 2010
Flight Time:	27000 hours (Total, all aircraft), 22000 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Private	Age:	72, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	December 12, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 6, 2010
Flight Time:	547 hours (Total, all aircraft), 0 hours (Total, this make and model), 506 hours (Pilot In Command, all aircraft), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	WILLERTON	Registration:	N6000Z
Model/Series:	VANS RV6A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Normal; Experimental (Special)	Serial Number:	24142
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	June 29, 2011 Condition	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	216 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320 SERIES
Registered Owner:	Kenneth Brown	Rated Power:	160 Horsepower
Operator:	Kenneth Brown	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CLM,291 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	267°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.75 inches Hg	Temperature/Dew Point:	15°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sequim, WA (W28)	Type of Flight Plan Filed:	None
Destination:	Sequim, WA (W28)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	

Airport Information

Airport:	Blue Ribbon Airport WN29	Runway Surface Type:	Grass/turf
Airport Elevation:	100 ft msl	Runway Surface Condition:	Dry;Soft
Runway Used:	07	IFR Approach:	None
Runway Length/Width:	2360 ft / 60 ft	VFR Approach/Landing:	Full stop;Precautionary landing;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	48.124721,-123.20417(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jefferey
Additional Participating Persons:	Patrick M Paden; Federal Aviation Administration; Renton, WA
Original Publish Date:	October 9, 2012
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=83429

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