



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Moab, Utah | Accident Number: | GAA18CA057 |
| Date & Time: | November 24, 2017, 12:00 Local | Registration: | N666BK |
| Aircraft: | KARPAYEV VLADYSLAV V RV-9 | Aircraft Damage: | Substantial |
| Defining Event: | Ground collision | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

According to the pilot in the low-wing, experimental, amateur-built airplane, he landed on a backcountry strip. During the taxi about 15mph, the left wing and the right wing struck separate fence posts. The pilot reported that the fence posts were surrounded by vegetation and not visible. He continued his taxi to parking and shut the engine off.

The airplane sustained substantial damage to the leading edge and the ribs on both wings.

The pilot reported that there were no preaccident mechanical malfunctions or failures 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 selection of an unsuitable taxiway, which resulted in the wings striking hidden fence posts.

Findings

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|-----------------------------|---|
| Environmental issues | Fence/fence post - Effect on operation |
| Personnel issues | Decision making/judgment - Pilot |
| Environmental issues | (general) - Decision related to condition |

Factual Information

History of Flight

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|-------------------------|------------------------------------|
| Taxi-from runway | Collision with terr/obj (non-CFIT) |
| Taxi | Ground collision (Defining event) |

Pilot Information

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|----------------------------------|--|--|------------------|
| Certificate: | Private | Age: | 55, 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: | No |
| Medical Certification: | Class 3 Without waivers/limitations | Last FAA Medical Exam: | February 1, 2016 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | March 15, 2016 |
| Flight Time: | (Estimated) 5000 hours (Total, all aircraft), 3600 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft) | | |

Passenger Information

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|----------------------------------|----|--|---------|
| Certificate: | | Age: | |
| Airplane Rating(s): | | Seat Occupied: | Right |
| Other Aircraft Rating(s): | | Restraint Used: | 4-point |
| Instrument Rating(s): | | Second Pilot Present: | Yes |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | | Last FAA Medical Exam: | |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | KARPAYEV VLADYSLAV V | Registration: | N666BK |
| Model/Series: | RV-9 A | Aircraft Category: | Airplane |
| Year of Manufacture: | 2011 | Amateur Built: | Yes |
| Airworthiness Certificate: | Experimental (Special) | Serial Number: | 91449 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | June 20, 2017 Condition | Certified Max Gross Wt.: | 1700 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3600 Hrs as of last inspection | Engine Manufacturer: | Lycoming |
| ELT: | C91 installed, not activated | Engine Model/Series: | YO-320-D2G |
| Registered Owner: | On file | Rated Power: | 160 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KCNY,4560 ft msl | Distance from Accident Site: | 23 Nautical Miles |
| Observation Time: | 18:53 Local | Direction from Accident Site: | 320° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | / None |
| Wind Direction: | 320° | Turbulence Severity Forecast/Actual: | / N/A |
| Altimeter Setting: | 30.02 inches Hg | Temperature/Dew Point: | 14°C / 1°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Telluride, UT (KTEX) | Type of Flight Plan Filed: | None |
| Destination: | Moab, UT | Type of Clearance: | None |
| Departure Time: | 10:00 Local | Type of Airspace: | Class G |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 38.455276,-109.445556(est) |

Administrative Information

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| Investigator In Charge (IIC): | Hicks, Michael |
| Additional Participating Persons: | Paula A Behrend; FAA; Salt Lake City, UT |
| Original Publish Date: | June 14, 2018 |
| 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=96374 |

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