



Aviation Investigation Final Report

Location:	Holland, Michigan	Accident Number:	GAA18CA466
Date & Time:	July 28, 2018, 09:50 Local	Registration:	N899RV
Aircraft:	Vans RV9	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during landing, the airplane bounced. He initiated a go-around, and the airplane then veered left, touched back down on the ground, and impacted trees.

The airplane sustained substantial damage to both wings.

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 maintain yaw control during a go-around.

Findings

Aircraft	Yaw control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing	Abnormal runway contact
Approach-VFR go-around	Loss of control in flight (Defining event)
Approach-VFR go-around	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	November 28, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 4, 2017
Flight Time:	(Estimated) 220.8 hours (Total, all aircraft), 35.5 hours (Total, this make and model), 168 hours (Pilot In Command, all aircraft), 29.7 hours (Last 90 days, all aircraft), 8.1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Vans	Registration:	N899RV
Model/Series:	RV9 A	Aircraft Category:	Airplane
Year of Manufacture:	2006	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	90537
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	April 5, 2018 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	513 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	160 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:	KBIV,689 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	136°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	21°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Oshkosh, WI (OSH)	Type of Flight Plan Filed:	VFR
Destination:	Holland, MI (HLM)	Type of Clearance:	VFR;VFR flight following
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	PARK TOWNSHIP HLM	Runway Surface Type:	Asphalt
Airport Elevation:	603 ft msl	Runway Surface Condition:	Dry
Runway Used:	05	IFR Approach:	None
Runway Length/Width:	2999 ft / 59 ft	VFR Approach/Landing:	Go around;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:	42.796665,-86.162498(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Michael W Matthews; FAA; Grand Rapids, MI
Original Publish Date:	March 18, 2019
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=97981

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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](#).