

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA23FA260

WRECKAGE EXAMINATION SUMMARY

June 10, 2023

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A. ACCIDENT

Location: Colonial Beach, VA
Date: June 6, 2023
Time: 1015 EDT
1415 UTC
Airplane: RV-6

B. WRECKAGE EXAMINATION SUMMARY

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Party Member	Ryan Enders Lycoming Engines Peter Hantelman FAA Richmond, VA

C. SUMMARY

On June 6, 2023, at 1015 eastern daylight time, an experimental, amateur-built Vans RV-6, N835BC, was destroyed when it was involved in an accident near Colonial Beach, Virginia. The pilot and passenger were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

A witness stated he was a lifelong friend with passenger of the airplane and his son. He stated the pilot, and his father flew up to his house on June 6, 2023 about 1900 EDT, from Wilmington North Carolina. They landed at his neighbor's house about .5 mile away on a 1700 ft grass runway. They went night fishing that night and on the morning of the 7th, he dropped them off at the airplane around 0945. The pilot told him they were going to go to Tappahannock airport and fill up with fuel before returning to Wilmington North Carolina. He then returned to his house and about 30 minutes later when he was standing in his driveway, he heard the airplane flying overhead. He watched the airplane as it made two circles around his house. On the 2nd circle, he noticed the airplane was "very steep" or "knife-edge" and in a tight circle. He said the airplane was only about 100 ft above the ground. He then noticed the nose of the airplane drop down and impact the ground beside his driveway almost vertically. He stated the engine was running good the entire time.

Another witness stated that the pilot and his father previously flew into his runway about 6 times over the last couple years. He further stated owns 2 RV airplanes, an RV-10 and a RV-8. He has about 4,500 hours in the RV airplanes and several thousand hours flying Navy jets. He also stated his runway is about .5 miles away from the accident site and his neighbor. He further stated on the morning of the accident. His neighbor dropped off the pilot and his father around 0945. He spoke with the two for a few minutes before he left to work on one of his corn fields by his neighbor's house. He stated that while he was driving down the road, he noticed the airplane circling his neighbor's house, so he stopped his truck to watch them. He noticed the airplane make a couple circles around the house and some up and down maneuvers. On the last circle around the house, at an altitude of 100 ft, he noticed the airplane in a knife-edge turn and a tight circle. He noticed the airplane was not going very fast and saw the nose of the airplane drop down about 20°, he knew that the airplane was in trouble when he saw the nose of the airplane then drop to 80° and impact the ground vertically next to the driveway. He also stated that the engine was running good and strong the entire time.

D. DETAILS OF THE INVESTIGATION

1.0 Accident Site

The accident site was located between a driveway and corn field at a personal residence. It was about .5 miles away from the private unregistered airport it departed from. The airplane impacted the ground in a nose down attitude and came to rest upright on a heading of 345°. A postcrash fire consumed most of the airplane. The wreckage site was compact, and all 4 corners of the airplane were present. The wood propeller was fractured in several pieces and located near the impact point.

2.0 Airframe Examination

Both leading edge wings exhibited accordion crushing. The right-wing flap was separated and located behind the main wreckage. The right aileron was still attached to the wing by the linkage. The left-wing flap and aileron were attached to the left wing. The fuselage, instrument panel, cabin, seats, control cables, and inboard wings were all consumed by fire. No useable information could be used. The tail section was fire damaged, however; the rudder, elevator, and vertical were all intact.

3.0 Engine Examination

The engine was fire damaged. All the accessories were fire damaged and mostly melted. The engine was rotated by the propeller hub and thumb compression was established on 3 of the 4 cylinders. Engine continuity was established through the engine and accessory case. A lighted boroscope was used to look inside the cylinders to look at the valves, piston, and cylinder walls. No anomalies noted in the engine.

Submitted by:

Daniel Boggs
Air Safety Investigator