

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA24LA264

WRECKAGE EXAMINATION

July 25, 2024

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A. ACCIDENT

Location: Townsend, Delaware
Date: 6/14/2024
Time: 1245 EDT
Airplane: N298Z; Vans RV-6A

B. WRECKAGE EXAMINATION

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C. SUMMARY

On June 14, 2024, about 1245 eastern daylight time, a Vans RV-6A airplane, N298Z, was substantially damaged when it was involved in an accident near Townsend, Delaware. The private pilot was seriously injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site

The accident site consisted of turf runway, 3,300 ft long and 100 ft wide. The pilot described the runway condition as "pretty bumpy."

An inspector with the FAA Philadelphia FSDO responded to the accident site and examined the wreckage.

2.0 Airframe Examination

A follow-up examination at Anglin Recovery, Clayton, Delaware was performed on July 25, 2024.

2.1 Fuselage

The fuselage was undamaged.

2.2 Empennage

The top 3 inches of the vertical stabilizer was structurally damaged; it was bent and buckled down to the right. The remainder of the empennage was undamaged.

2.3 Wings

The wings were disassembled by recovery personnel and were not examined.

2.4 Landing Gear

The airplane was equipped with tricycle landing gear. The main landing gear were undamaged.

The nose landing gear wheel was displaced aft and the fiberglass fairing was damaged about 2 inches from the wheel. The axle flange/swivel mechanism was freely moving and there were no sounds or limitations to its movement. The wheel on its axle also spun freely and the tire was fully inflated with air and had about 30% of its tread remaining.

The gear leg fairing was removed, exposing the steel gear leg. The damage consisted of the lower section of the gear leg above the nose fork and axle flange bent uniformly aft about 30-40° and damage appeared to be consistent with overload caused by rough or soft terrain. There was no other anomalous damage observed to the nose gear. There were no fractures to the gear structure.

2.5 Cockpit

The cockpit was not documented.

2.6 Survivability

The cockpit seats were equipped with 5-point harnesses. The pilot reported that it was not snug; rather, it was loose to allow for mobility for flying duties. He sustained a broken sternum and two lacerations on his head.

2.7 Fuel/Fuel System

The fuel system was not examined.

3.0 Engine Examination

The engine was not examined.

Submitted by:

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