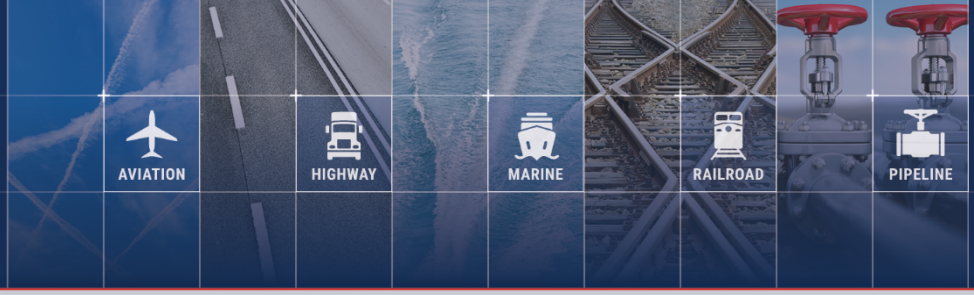

Aviation Investigation Factual Report

Location:	Bay Minette, Alabama	**Accident Number:**	MIA02LA169
Date & Time:	September 16, 2002, 15:00 Local	**Registration:**	N440CM
Aircraft:	Charles Maxted RV6	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On September 16, 2002, about 1500 central daylight time, a homebuilt RV6, N440CM, registered to a private individual, experienced collapse of both main landing gears during an aborted takeoff from the Bay Minette Municipal Airport, Bay Minette, Alabama. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 personal flight. The airplane was substantially damaged and the private-rated pilot and one passenger were not injured. The flight was originating at the time of the accident.

The pilot stated that during a previous flight, the engine rpm decreased 150 to 175 rpm after switching fuel tanks. He elected to land at the Bay Minette Municipal Airport. While there, 5 gallons of 100 low lead fuel were added and he talked with a mechanic at the airport. He also performed an engine run-up and the engine sounded, "...OK. Not rough as before." He decided to depart intending to climb to 3,000 or 4,000 feet, remaining close to the airport, before deciding to continue to the initial intended destination airport. The engine ran OK until just after liftoff, where the engine began to run rough again. He aborted the takeoff, and landed uneventfully but was unable to stop the airplane on the runway. He intentionally ground looped the airplane to avoid a fence and a 8-foot embankment.

The pilot stated to the Federal Aviation Administration inspector-in-charge (FAA-IIC), that after landing at Bay Minette, he ran the engine which ran rough. Maintenance personnel at Bay Minette advised him that he had a bad right magneto, and repairs could be performed. He (pilot) again ran the engine reporting no magneto drop during the run. He elected to takeoff and continue to his original destination airport.

Following recovery of the airplane, in the presence of the FAA-IIC, the engine was started but could only be operated to between 1,000 and 1,200 rpm due to damage to the engine mount. During the engine run, a magneto check was performed but a rpm decrease could not be detected. Examination of the right magneto revealed that the points were not opening resulting in an inoperative magneto.

Pilot Information

Certificate:	Private	**Age:**	65,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	December 19, 2000
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	January 18, 2001
Flight Time:	397 hours (Total, all aircraft), 152 hours (Total, this make and model), 330 hours (Pilot In Command, all aircraft), 81 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Charles Maxted	**Registration:**	N440CM
Model/Series:	RV6	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	Yes
Airworthiness Certificate:	Experimental (Special)	**Serial Number:**	20539
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	November 17, 2001 Condition	**Certified Max Gross Wt.:**	1607 lbs
Time Since Last Inspection:	72 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	165 Hrs at time of accident	**Engine Manufacturer:**	Lycoming
ELT:	Installed, not activated	**Engine Model/Series:**	O-320-E2D
Registered Owner:	Glenn F. Bryars	**Rated Power:**	160 Horsepower
Operator:		**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KBFM,26 ft msl	**Distance from Accident Site:**	20 Nautical Miles
Observation Time:	14:53 Local	**Direction from Accident Site:**	224°
Lowest Cloud Condition:	Few / 3000 ft AGL	**Visibility**	2 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	9 knots / None	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	170°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.01 inches Hg	**Temperature/Dew Point:**	32°C / 25°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	Bay Minette, AL (1R8)	**Type of Flight Plan Filed:**	None
Destination:	Bayou La Batre, AL (5R7)	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	Class G

Airport Information

Airport:	Bay Minette Municipal 1R8	**Runway Surface Type:**	Asphalt
Airport Elevation:	248 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	08	**IFR Approach:**	Unknown
Runway Length/Width:	4280 ft / 80 ft	**VFR Approach/Landing:**	Unknown

Wreckage and Impact Information

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:**	30.870277,-87.817497

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Jack E Clark; FAA Flight Standards District Office; Vestavia Hills, AL
Report Date:	November 21, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=55733