



Aviation Investigation Factual Report

Location:	Truckee, California	Accident Number:	LAX05LA194
Date & Time:	June 4, 2005, 17:00 Local	Registration:	N90KD
Aircraft:	Maule 7-235	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On June 4, 2005, about 1700 Pacific daylight time, a Maule 7-235, N90KD, ground looped during the landing rollout at the Truckee-Tahoe airport (TRK), Truckee, California. The owner/pilot was operating the airplane under the provisions of 14 CFR Part 91. The pilot and passenger were not injured; the airplane sustained substantial damage. The personal cross-country flight departed Half Moon Bay Airport (HAF), Half Moon Bay, California, about 1450. Visual meteorological conditions prevailed, and no flight plan had been filed.

In a telephone conversation, the pilot reported that he landed on runway 28, and that the winds were approximately 220 degrees at 10 to 12 knots. During the landing roll, the right main landing gear collapsed under the fuselage. The airplane did a 180-degree left turn before coming to a stop.

In a written statement, the pilot reported that they departed Half Moon Bay for a scenic flight. He decided to make an approach into the South Lake Tahoe Airport (TVL), South Lake Tahoe, California, but was uncomfortable with the conditions. He then elected to consider landing at Truckee. He listened to the automated surface observation system (ASOS) and talked to a pilot of a Mooney airplane that was ahead of him on the approach. The pilot watched the Mooney land successfully and decided to continue on the approach for runway 28. The approach and landing were satisfactory. However, as the airplane slowed down to taxi speed, it veered to the left. He applied full right rudder, but the airplane continued to track toward the runway's edge. The pilot then applied the brake, and the right main landing gear folded. Shortly thereafter, the airplane's right wing tip and propeller struck the surface.

In his statement, the pilot reported that his wife heard and felt a snap under her seat as the airplane veered to the left.

In a telephone conversation, a mechanic reported that he examined the airplane following the accident. He stated that, in his opinion, there was nothing mechanically wrong with the right main landing gear that would have caused it to fail. He believes that the gear failed due to a tremendous side load placed on it.

In a telephone conversation, a Federal Aviation Administration (FAA) inspector reported that he spoke to the pilot following the accident. He stated that the pilot told him that a gust of wind blew him to the side.

An aviation routine weather report (METAR) issued for Truckee at 1445 reported that the winds were from 190 degrees at 11 knots, gusting to 18 knots.

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	61,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Glider; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	December 1, 2004
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	May 1, 2005
Flight Time:	19850 hours (Total, all aircraft), 19 hours (Total, this make and model), 5047 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N90KD
Model/Series:	7-235	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4094C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 1, 2005 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	14 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	459 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-WIA5D
Registered Owner:	Patrick Kelly	Rated Power:	235 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:	KTRK,5900 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:45 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	21°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HALF MOON BAY, CA (HAF)	Type of Flight Plan Filed:	None
Destination:	TRUCKEE, CA (TRK)	Type of Clearance:	None
Departure Time:	14:50 Local	Type of Airspace:	

Airport Information

Airport:	TRUCKEE-TAHOE TRK	Runway Surface Type:	Asphalt
Airport Elevation:	5900 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	7000 ft / 100 ft	VFR Approach/Landing:	Full stop

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:	39.319999,-120.139442

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	Hugh J Roche; Federal Aviation Administration ; Reno, NV
Report Date:	June 2, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=61647

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