



Aviation Investigation Final Report

Location:	Anchorage, Alaska	Accident Number:	ANC21LA058
Date & Time:	July 7, 2021, 15:00 Local	Registration:	N349X
Aircraft:	Maule M-5-210C	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that he was practicing dragging an off-airport landing site when he impacted a log during the go-around. After evaluating the damage, he elected to return to the departure airport and conducted an emergency landing which resulted in a ground loop and nose-down. The airplane sustained substantial damage to the rudder. The pilot reported that there were no preaccident mechanical malfunctions or anomalies 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 impact with a log while dragging an off-airport landing site.

Findings

Personnel issues	Monitoring environment - Pilot
Environmental issues	Debris/dirt/foreign object - Effect on equipment

Factual Information

History of Flight

Approach-VFR go-around	Collision during takeoff/land (Defining event)
-------------------------------	--

Pilot Information

Certificate:	Private	Age:	29, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 19, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 28, 2020
Flight Time:	131 hours (Total, all aircraft), 19 hours (Total, this make and model), 69 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N349X
Model/Series:	M-5-210C	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	6161C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	October 17, 2020 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1409.18 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-360-D33A
Registered Owner:	Christopher Coplin	Rated Power:	210 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:	PALH,90 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	31°
Lowest Cloud Condition:		Visibility	9 miles
Lowest Ceiling:	Broken / 3500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	14°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Willow, AK	Type of Flight Plan Filed:	None
Destination:	Anchorage, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class C

Airport Information

Airport:	LAKE HOOD LHD	Runway Surface Type:	Dirt
Airport Elevation:	79 ft msl	Runway Surface Condition:	Dry
Runway Used:	14/32	IFR Approach:	None
Runway Length/Width:	2200 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.161813,-149.98618

Administrative Information

Investigator In Charge (IIC): Banning, David

Additional Participating Persons:

Original Publish Date: February 8, 2022

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=103469>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).