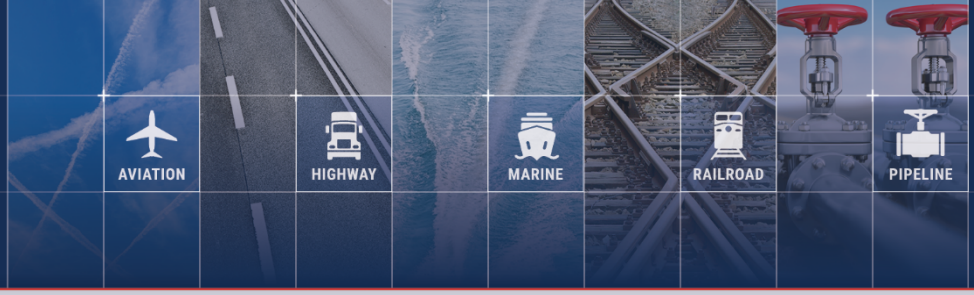

Aviation Investigation Final Report

Location:	LOPEZ, Washington	**Accident Number:**	SEA89LA125
Date & Time:	June 28, 1989, 16:20 Local	**Registration:**	N4744T
Aircraft:	MAULE M4-210	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT GROUND LOOPED DURING LANDING GROUND ROLL, RESULTING IN SUBSTANTIAL DAMAGE TO BOTH WINGS AND THE LANDING GEAR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT DID NOT MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE DURING THE LANDING ROLL.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings
1. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Airline transport	**Age:**	51,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Unknown
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	18000 hours (Total, all aircraft), 10 hours (Total, this make and model), 16000 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MAULE	**Registration:**	N4744T
Model/Series:	M4-210 M4-210	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:		**Serial Number:**	1010
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:	Unknown	**Certified Max Gross Wt.:**	2100 lbs
Time Since Last Inspection:	0 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	CONTINENTAL
ELT:		**Engine Model/Series:**	IO-360-A
Registered Owner:		**Rated Power:**	210 Horsepower
Operator:	METHOW AVIATION, INC.	**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	NUW ,47 ft msl	**Distance from Accident Site:**	15 Nautical Miles
Observation Time:	16:00 Local	**Direction from Accident Site:**	104°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	**Visibility**	7 miles
Lowest Ceiling:	Broken / 8000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	8 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	140°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EVERETT , WA (PAE)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	VFR
Departure Time:	15:30 Local	**Type of Airspace:**	

Airport Information

Airport:	LOPEZ ISLAND S31	**Runway Surface Type:**	Asphalt
Airport Elevation:	200 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	16	**IFR Approach:**	None
Runway Length/Width:	2900 ft / 60 ft	**VFR Approach/Landing:**	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	48.4906,-122.869552(est)

Administrative Information

Investigator In Charge (IIC):	Mangum, Prentiss
Additional Participating Persons:	BILL REICHARDT; SEATTLE , WA
Original Publish Date:	October 24, 1990
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=41042

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.