



# Aviation Investigation Final Report

<b>Location:</b>	LINCOLN PARK, New Jersey	<b>Accident Number:</b>	IAD00LA030
<b>Date &amp; Time:</b>	March 31, 2000, 08:06 Local	<b>Registration:</b>	N2060U
<b>Aircraft:</b>	Maule M-4-220C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

During a stop and go landing, the airplane ground looped, veered off to the right, and struck a parked airplane. The pilot reported no mechanical deficiencies. Winds at the time were from 070 degrees at 10, gusting to 15 knots. The pilot reported a total time of 170 hours; 78 hours in tail wheel airplanes, and 9 hours in make and model. He also reported that he had ground-looped the airplane 8 months prior to this accident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain control during landing roll. A factor was the crosswind.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
  2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING

Findings

3. OBJECT - AIRCRAFT PARKED/STANDING

## Factual Information

On March 31, 2000, at 0806 Eastern Standard Time, a Maule M-4-220C, N2060U, was substantially damaged during landing on Runway 01 at Lincoln Park Airport (N07), Lincoln Park, New Jersey. The certificated private pilot/owner was seriously injured. Visual meteorological conditions prevailed. No flight plan was filed for the local flight conducted under 14 CFR 91.

In a telephone interview with the pilot, he stated:

"I took off at 0730 to practice stop and go landings. I had completed three landings and was executing the fourth landing when the accident occurred. On the fourth landing, I got caught in a cross wind and ground looped on the runway. I remembered landing on the asphalt runway when the airplane turned to the right. The airplane then departed the runway, and crossed the grass strip and taxiway on one wheel before colliding with the parked Cessna. I did not have control of the airplane and may have been caught in ground effect, which inhibited me from fully controlling the airplane."

According to the Lincoln Park Police Department report, the Maule was observed on its nose with another airplane (Cessna 172) underneath it. The pilot told the police that he experienced a crosswind while attempting to land. The airplane touched down on the runway, then veered off the runway while still in the air striking the parked airplane.

Federal Aviation Administration (FAA) inspectors performed an on-site examination. According to the FAA inspectors, they found marks on the runway that correlated with the Maule's left wing tip and tail wheel. Both marks were found left of the runway centerline, and curved to the right (east) and stopped at the edge of the 40 foot wide runway. The airplane departed the right side of the runway, crossed a grass strip and taxiway and collided with the parked Cessna. The grass strip and taxiway were absent of ground scars. The FAA inspectors found no mechanical discrepancies with the Maule.

The pilot purchased the airplane in April 1999. In a telephone interview, the pilot stated he had ground-looped the airplane during a flight in August 1999, which resulted in minor damage.

Examination of FAA records revealed no previous accidents involving N2060U. However, according to FAA records, a form 337 for Major Repair and Alteration was filed on August 3, 1999. The work performed was described as removal of the right wing tip, outboard upper and lower wing skins and outboard trailing edge half rib due to damage in a ground loop.

The winds reported at Morristown Airport (MMU), Morristown, New Jersey, 10 miles to the southwest, at 0745, were 360 degrees at 8 knots. According to the Lincoln Park Airport

Manager, the wind sock at the time of the accident indicated winds at 300 degrees at 10 knots, with possible gusts to 15 knots.

Examination of the pilot's logbook revealed he had a total of 170 flight hours, with 78 hours in tail wheel aircraft; 9 hours in make and model.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	November 2, 1999
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	170 hours (Total, all aircraft), 9 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Maule	<b>Registration:</b>	N2060U
<b>Model/Series:</b>	M-4-220C M-4-220C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	2053C
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 28, 1999 Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Franklin
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	6A-350
<b>Registered Owner:</b>	MATTHEW E. JUNGE	<b>Rated Power:</b>	220 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MMU ,187 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	07:45 Local	<b>Direction from Accident Site:</b>	200°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	10°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(N07 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	LINCOLN PARK N07	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	182 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	1	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	2942 ft / 40 ft	<b>VFR Approach/Landing:</b>	Stop and go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Yeager, Leah
<b>Additional Participating Persons:</b>	CHARLIE EMMERING; TETERBORO , NJ
<b>Original Publish Date:</b>	May 8, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=51173">https://data.nts.gov/Docket?ProjectID=51173</a>

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