



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Danielson, Connecticut | Accident Number: | NYC03LA084 |
| Date & Time: | April 12, 2003, 16:30 Local | Registration: | N4714T |
| Aircraft: | Maule M4 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot was practicing landings to runway 31, a 2,700-foot-long, 75-foot-wide, asphalt runway. After touchdown, the airplane experienced a wind gust and yawed to the left. The pilot attempted to correct; however, the airplane departed the left side of the runway, and the right wing struck the ground. The pilot did not report any mechanical malfunctions. The pilot reported about 1,930 hours of total flight experience, which included approximately 1,885 hours in single engine airplanes and 25 hours in the make and model of the accident airplane. Winds reported at an airport located about 15 miles west-southwest of the accident site, were from 360 degrees at 11 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for winds, and failure to maintain directional control. A factor in this accident was the crosswind condition.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

On April 12, 2003, about 1630 eastern daylight time, a Maule M4, N4714T, was substantially damaged while landing at the Danielson Airport (5B3), Danielson, Connecticut. The certificated commercial pilot and a passenger were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the flight that originated from the Riconn Airport, Greene, Rhode Island. The personal flight was conducted under 14 CFR Part 91.

In a written statement, the pilot said he was practicing landings to runway 31, a 2,700-foot-long, 75-foot-wide, asphalt runway. After touchdown, the airplane experienced a wind gust and yawed to the left. The pilot applied hard right brake; however, "it was not effective enough to bring it back." The airplane departed the left side of the runway, and the right wing struck the ground.

The pilot did not report any pre-impact mechanical malfunctions. He reported about 1,930 hours of total flight experience, which include approximately 1,885 hours in single engine airplanes and 25 hours in the make and model of the accident airplane.

Winds reported at an airport located about 15 miles west-southwest of 5B3, at 1552, were from 360 degrees at 11 knots.

Pilot Information

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|----------------------------------|--|--|--------------|
| Certificate: | Commercial | Age: | 60, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| 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 2 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | July 8, 2002 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | May 17, 2001 |
| Flight Time: | 1931 hours (Total, all aircraft), 25 hours (Total, this make and model), 1931 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-----------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Maule | Registration: | N4714T |
| Model/Series: | M4 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 57 |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | August 9, 2002 Annual | Certified Max Gross Wt.: | 2100 lbs |
| Time Since Last Inspection: | 15 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 537 Hrs at time of accident | Engine Manufacturer: | Continental |
| ELT: | Installed, not activated | Engine Model/Series: | O-300A |
| Registered Owner: | Jed Homes Inc. | Rated Power: | 145 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | IJD,247 ft msl | Distance from Accident Site: | 13 Nautical Miles |
| Observation Time: | 15:52 Local | Direction from Accident Site: | 250° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 11 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 360° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.51 inches Hg | Temperature/Dew Point: | 17°C / 4°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Greene, RI (RI11) | Type of Flight Plan Filed: | None |
| Destination: | Danielson, CT (5B3) | Type of Clearance: | None |
| Departure Time: | 16:00 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|-----------------------|----------------------------------|------------------------------|
| Airport: | Danielson Airport 5B3 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 238 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 31 | IFR Approach: | None |
| Runway Length/Width: | 2700 ft / 75 ft | VFR Approach/Landing: | Touch and go;Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------|
| 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: | 41.819721,-71.900833 |

Administrative Information

Investigator In Charge (IIC): Schiada, Luke

Additional Participating Persons: Ed Odell; Windsor Locks, CT

Original Publish Date: February 5, 2004

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=56824>

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](#).