



Aviation Investigation Final Report

Location:	Gainesville, Florida	Accident Number:	ATL04CA182
Date & Time:	September 10, 2004, 11:10 Local	Registration:	N270JM
Aircraft:	Maule M4-210C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was performing takeoffs and landings that morning at Gainesville Regional Airport. The pilot was in the left seat and the pilot-rated passenger was following along on the controls from the right seat. The airplane made a normal approach to land on runway 06. According to the pilot, during the landing rollout the pilot-rated passenger inadvertently applied both wheel brakes and the airplane nosed over. The pilot did not report any mechanical problems with the airplane prior to the accident. Examination of the wreckage revealed damage to the propeller, engine mounts, cowling, right wing, left wing tip, vertical fin, rudder and windshield.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot-rated passenger's inadvertent interference with the flight controls during landing, which resulted in a loss of control and the airplane nosed over.

Findings

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

Findings

1. (C) CONTROL INTERFERENCE - PILOT PASSENGER
2. (C) BRAKES(NORMAL) - PILOT PASSENGER

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On September 10, 2004 at 1110 eastern daylight time, a Maule M4-210C, N270JM, registered to and operated by a private pilot, flipped over on its back during landing roll on runway 06 at Gainesville Regional Airport in Gainesville, Florida. The personal flight operated under the provisions of Title 14 CFR Part 91. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was substantially damaged. The private pilot and certified flight instructor/commercial pilot-rated passenger were not injured. The flight originated from the Gainesville Regional Airport, Gainesville, Florida on September 10, 2004 at 1030.

The pilot was performing takeoffs and landings that morning at Gainesville Regional Airport. The pilot was in the left seat and the pilot-rated passenger was following along on the controls from the right seat. The airplane made a normal approach to land on runway 06. According to the pilot, during landing rollout the pilot-rated passenger inadvertently applied both wheel brakes and the airplane nosed over.

The pilot did not report any mechanical problems with the airplane prior to the accident. Examination of the wreckage revealed damage to the propeller, engine mounts, cowling, right wing, left wing tip, vertical fin, rudder and windshield.

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 7, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	February 7, 2002
Flight Time:	661 hours (Total, all aircraft), 85 hours (Total, this make and model), 661 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N270JM
Model/Series:	M4-210C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1091C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	October 16, 2003 Annual	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	57 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1765 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-360 D33A
Registered Owner:	Samuel R. Frasier	Rated Power:	210 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:	KGNV, 152 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:03 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Few / 700 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	26°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Gainesville, FL (KGNV)	Type of Flight Plan Filed:	None
Destination:	Gainesville, FL (KGNV)	Type of Clearance:	VFR
Departure Time:	10:30 Local	Type of Airspace:	Class C

Airport Information

Airport:	Gainesville Regional Airport KGNV	Runway Surface Type:	Asphalt;Gravel
Airport Elevation:	152 ft msl	Runway Surface Condition:	Dry
Runway Used:	06	IFR Approach:	None
Runway Length/Width:	4158 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

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:	29.69,-82.271667

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	LeRoy A Stromenger; Orlando FSDO 15
Original Publish Date:	June 28, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=60217

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](#).