



# Aviation Investigation Final Report

<b>Location:</b>	Mesa, Arizona	<b>Accident Number:</b>	LAX08CA011
<b>Date &amp; Time:</b>	October 14, 2007, 17:35 Local	<b>Registration:</b>	N5644N
<b>Aircraft:</b>	Maule M-5-235-C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot stated that he lost control of the airplane on the landing roll when the airplane veered to the left. He attempted to gain control by correcting the left turn with right rudder. The airplane then made an abrupt right turn and the left gear collapsed. After the propeller impacted the runway surface, the airplane came to rest perpendicular to the runway. The pilot said there were no preimpact mechanical malfunctions or failures.

## 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 directional control of the airplane during landing.

## Findings

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

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

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

Findings

3. TERRAIN CONDITION - RUNWAY

## Factual Information

On October 14, 2007, about 1735 mountain standard time, a Maule, M-5-235-C, N5644N, ground looped during landing at Falcon Field Airport, Mesa, Arizona. Terrane Exploration & Reconnaissance Company LLC was operating the airplane under the provisions of 14 CFR Part 91. The private pilot and a passenger were not injured. The airplane sustained substantial damage. The cross-country flight departed Santa Teresa, New Mexico, about 1510, with a planned destination of Falcon Field. Visual meteorological conditions prevailed, and a VFR flight plan had been filed.

In a written report to the National Transportation Safety Board, the pilot stated he lost control of the airplane on the landing roll when the airplane veered to the left. He attempted to gain control by correcting the left turn with right rudder. The airplane made an abrupt right turn and the left gear collapsed. After the propeller impacted the runway surface, the airplane came to rest perpendicular to the runway. The aircraft also sustained damage to the left wing, left horizontal stabilizer, left window, and muffler. The pilot reported no preimpact mechanical malfunctions or failures with the airframe or engine.

### 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 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	October 1, 2007
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	January 1, 2006
<b>Flight Time:</b>	411 hours (Total, all aircraft), 346 hours (Total, this make and model), 35 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Maule	<b>Registration:</b>	N5644N
<b>Model/Series:</b>	M-5-235-C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	7347C
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 1, 2007 Annual	<b>Certified Max Gross Wt.:</b>	2500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1197 Hrs at time of accident	<b>Engine Manufacturer:</b>	Textron Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540-J1A5D
<b>Registered Owner:</b>	Terrane Exploration & Reconnaissance Co. LLC	<b>Rated Power:</b>	235 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FFZ,1394 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	15:48 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Few / 8000 ft AGL	<b>Visibility</b>	40 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.84 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Santa Teresa, NM (5T6 )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Mesa, AZ (FFZ )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	15:10 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Falcon Field Airport FFZ	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1394 ft msl	<b>Runway Surface Condition:</b>	Dry;Rubber deposits
<b>Runway Used:</b>	22L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5101 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Jones, Patrick
<b>Additional Participating Persons:</b>	Michael G Moyer; Federal Aviation Administration; Scottsdale, AZ
<b>Original Publish Date:</b>	December 20, 2007
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=66896">https://data.nts.gov/Docket?ProjectID=66896</a>

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](#).