



Aviation Investigation Final Report

Location:	Elko, Nevada	Accident Number:	WPR11CA091
Date & Time:	January 7, 2011, 11:05 Local	Registration:	N799ZZ
Aircraft:	Maule M-4-180V	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was conducting his first solo landing in the tailwheel-equipped airplane. He performed a three-point landing and, as the airplane slowed, the nose veered to the left. He applied right rudder to correct and the airplane began to roll to the right. The right landing gear collapsed and the right wing contacted the runway surface. Postaccident examination of the airplane by the Federal Aviation Administration inspector did not reveal any anomalies that would have precluded normal operation. The airplane sustained substantial damage to the right aileron.

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

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	63, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 15, 2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 13, 2010
Flight Time:	2500 hours (Total, all aircraft), 13 hours (Total, this make and model), 2400 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N799ZZ
Model/Series:	M-4-180V	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	47001T
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 1, 2010 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	228 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	O-360-C1F
Registered Owner:	Richard Testa	Rated Power:	180 Horsepower
Operator:	Richard Testa	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KEKO	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:56 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	-3°C / -11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Elko, NV (EKO)	Type of Flight Plan Filed:	Unknown
Destination:	Elko, NV (EKO)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	

Airport Information

Airport:	Elko Regional Airport EKO	Runway Surface Type:	Asphalt
Airport Elevation:	5140 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	7214 ft / 150 ft	VFR Approach/Landing:	Full stop

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:	40.825,-115.791664(est)

Administrative Information

Investigator In Charge (IIC):	Dunks, Kristi
Additional Participating Persons:	Harry Smith; Federal Aviation Administration; Reno, NV
Original Publish Date:	May 26, 2011
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=78123

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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](#).