



Aviation Investigation Final Report

Location:	Verona, New York	Accident Number:	ERA13CA369
Date & Time:	August 11, 2013, 12:00 Local	Registration:	N6617R
Aircraft:	Maule M-5-210C	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated after takeoff while en route to the destination airport he elected to fly to a private airstrip (Bates Field) located in rolling farmland. He lined up onto base leg for landing to the northwest on the upslope grass runway, and turned onto final approach. With 40 degrees of flaps extended, he identified the intended touchdown point, flared, and then climbed to attain the intended touchdown point. He landed, “but too hard and bounced up...,” touched down on the runway, and drifted off the runway into 6 to 8 inch high grass. He added power to abort the landing but impacted a knoll at the top of a crest on a hill, then continued climbing. While safely airborne he assessed the condition of the airplane noting the pilot and co-pilot doors were ajar, but did not find any other damage. He flew over the private airstrip and did not observe any damage then elected to proceed to his destination airport, where he landed uneventfully. While taxiing after landing he noticed the left landing gear was out of position. He further stated there was no preimpact mechanical failure or malfunction that caused the hard landing.

Inspection of the airplane by a Federal Aviation Administration inspector revealed damage and distortion to structural tubing in the cockpit, and wrinkles in the fabric adjacent to the left main landing gear.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot’s delay in applying power after a bounced landing, resulting in collision with terrain during a go-around.

Findings

Personnel issues	Delayed action - Pilot
Aircraft	Climb rate - Not attained/maintained
Environmental issues	Mountainous/hilly terrain - Contributed to outcome

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
Landing-flare/touchdown	Attempted remediation/recovery
Landing-aborted after touchdown	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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 With waivers/limitations	Last FAA Medical Exam:	July 16, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 9, 2013
Flight Time:	555 hours (Total, all aircraft), 82 hours (Total, this make and model), 508 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N6617R
Model/Series:	M-5-210C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	6095C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 27, 2013 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1160 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	C91A installed, not activated	Engine Model/Series:	IO-360-D
Registered Owner:	MOORE THOMAS R	Rated Power:	210 Horsepower
Operator:	MOORE THOMAS R	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SYR,421 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	11:54 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 4500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	22°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rome, NY (K16)	Type of Flight Plan Filed:	None
Destination:	Hamilton, NY (VGC)	Type of Clearance:	None
Departure Time:	11:15 Local	Type of Airspace:	

Airport Information

Airport:	Bates Field NONE	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	1520 ft / 50 ft	VFR Approach/Landing:	Go around;Touch and go

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:	43.11,-75.543052

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Denis J Hamel; FAA/FSDO; Latham, NY
Original Publish Date:	September 5, 2013
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=87824

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](#).