



Aviation Investigation Final Report

| | | | |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Talkeetna, Alaska | Accident Number: | ANC14CA081 |
| Date & Time: | September 8, 2014, 11:23 Local | Registration: | N56332 |
| Aircraft: | Maule M 5-235C | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot had landed the tailwheel-equipped airplane up-slope, on a vegetation covered unimproved runway. He reported that he had landed at the same location four days prior without incident. While back taxiing on the downhill portion of the runway the airplane began to accelerate. The pilot applied the main wheel brakes in an effort to slow the airplane, but it continued into a soft muddy section, and it subsequently nosed over. The airplane sustained substantial damage to the vertical stabilizer, rudder, and left wing lift strut. The pilot stated that there were no preaccident mechanical anomalies with the airplane that would have precluded normal operation.

In the recommendation section of the NTSB Accident/Incident Reporting Form 6120.1, the pilot stated that the accident may have been avoided if he had taxied at a slower speed, or if he had been more cautious of the changing runway conditions.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive taxi speed, which resulted in a loss of control.

Findings

| | |
|-----------------------------|---|
| Personnel issues | Aircraft control - Pilot |
| Personnel issues | Use of equip/system - Pilot |
| Aircraft | Directional control - Not attained/maintained |
| Environmental issues | Wet surface - Contributed to outcome |

Factual Information

History of Flight

| | |
|-------------|--|
| Taxi | Loss of control on ground (Defining event) |
| Taxi | Nose over/nose down |

Pilot Information

| | | | |
|----------------------------------|--|--|------------------|
| Certificate: | Private | Age: | 58 |
| Airplane Rating(s): | Single-engine land; Single-engine sea | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | 3-point |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Without waivers/limitations | Last FAA Medical Exam: | January 15, 2013 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | June 14, 2014 |
| Flight Time: | 2065 hours (Total, all aircraft), 455 hours (Total, this make and model), 2042 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|---------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Maule | Registration: | N56332 |
| Model/Series: | M 5-235C 235C | Aircraft Category: | Airplane |
| Year of Manufacture: | 1979 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 7253C |
| Landing Gear Type: | Unknown | Seats: | |
| Date/Type of Last Inspection: | April 13, 2014 Annual | Certified Max Gross Wt.: | 2531 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 10335 Hrs as of last inspection | Engine Manufacturer: | Lycoming |
| ELT: | C91 installed, not activated | Engine Model/Series: | O-540-J1A5D |
| Registered Owner: | SMITH PAUL G | Rated Power: | 235 Horsepower |
| Operator: | SMITH PAUL G | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

| | | | |
|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | PATK,358 ft msl | Distance from Accident Site: | 45 Nautical Miles |
| Observation Time: | | Direction from Accident Site: | 80° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 3 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 340° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.01 inches Hg | Temperature/Dew Point: | 9°C / 4°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Wasilla, AK (AK43) | Type of Flight Plan Filed: | None |
| Destination: | Talkeetna, AK | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | Class G |

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: | 61.579914,-149.439315(est) |

Administrative Information

| | |
|--|---|
| Investigator In Charge (IIC): | Banning, David |
| Additional Participating Persons: | Brian Schimpf; Federal Aviation Administration; AK |
| Original Publish Date: | December 5, 2014 |
| 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=90078 |

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](#).