



National Transportation Safety Board Aviation Accident Factual Report

Location:	MINDEN, NV	Accident Number:	LAX99LA070
Date & Time:	01/01/1999, 1500 PST	Registration:	N4022
Aircraft:	Avions Max Holste MH 1521 BROUSSARD	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On January 1, 1999, about 1500 hours Pacific standard time, an Avions Max Holste MH 1521 Broussard, N4022, sustained substantial damage when it departed the runway during a touch-and-go landing at the Douglas County Airport, Minden, Nevada. The airplane departed Carson City, Nevada, about 1420 for local air work followed by touch-and-go landing practice at Minden. The commercial pilot/owner was operating the personal flight under the provisions of 14 CFR Part 91. The pilot and one passenger were not injured. Visual meteorological conditions prevailed and a VFR flight plan was filed.

The pilot stated that the approach and landing on runway 34 at Minden was normal. During the landing roll the trim was reset and the checklist was completed. Takeoff power was added and the pilot noticed that unusual stick force was required to raise the tail wheel. The trim setting was rechecked and confirmed. The pilot stated he added additional nose down trim but got no relief from the unusual stick pressure. He decided to abort the takeoff and maintained forward stick because he was concerned about leaping off the runway into stalled flight. He noted that the airplane was drifting to the right toward sailplanes that were parked on runway 30 near the intersection of runway 34. He elected to exit the runway to avoid the sailplanes. After the airplane went through sagebrush and grass, the right main gear went into a ditch. This collapsed the gear to the rear and turned the airplane to the right.

Federal Aviation Administration inspectors from the Reno, Nevada, Flight Standards District Office examined the airplane. The propeller was bent backwards and twisted. The right main landing gear was crushed aft and in toward the fuselage. The fuselage was buckled in the gearbox area on both sides; and the cabin floor was displaced upward by this buckling. Both sections of the windscreen cracked. The outer portion of the right wing and the right aileron were buckled. The inspectors did not report finding any trim or control system irregularity; however, the distortion to the fuselage precluded a complete system examination.

Pilot Information

Certificate:	Commercial	Age:	61, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7248 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Avions Max Holste	Registration:	N4022
Model/Series:	MH 1521 BROUSSARD MH 1521 BR	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	22
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	07/04/1998, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	6 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1440 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated	Engine Model/Series:	985
Registered Owner:	LUD CORRAO	Rated Power:	450 hp
Operator:	LUD CORRAO	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	35 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	4° C
Precipitation and Obscuration:			
Departure Point:	CARSON CITY, NV (CXP)	Type of Flight Plan Filed:	VFR
Destination:	(MEV)	Type of Clearance:	None
Departure Time:	1420 PST	Type of Airspace:	Class E

Airport Information

Airport:	MINDEN-TAHOE (MEV)	Runway Surface Type:	Asphalt
Airport Elevation:	4718 ft	Runway Surface Condition:	Wet
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	7395 ft / 100 ft	VFR Approach/Landing:	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:	

Administrative Information

Investigator In Charge (IIC):	HOWARD D PLAGENS
Additional Participating Persons:	LARRY CHEEK; RENO, NV
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .