



National Transportation Safety Board Aviation Accident Data Summary

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

Analysis

Routine air work was performed and then touch-and-go landing practice was planned. The approach and landing on runway 34 was normal. Trim was reset for takeoff, the checklist was completed, and power was added. During the takeoff roll the pilot noticed that unusual stick forces were required to raise the tail wheel. The trim setting was rechecked and confirmed. The pilot added some additional nose down trim, but no relief of stick pressure was noticed. He decided to abort the takeoff and applied forward stick to prevent the airplane from leaping off the runway in a stalled condition. He was drifting to the right and approaching the intersection of runway 30 at this time. He saw a row of sailplanes parked on runway 30 in his path and elected to turn off the runway into sagebrush and grass. The right main landing gear fell into a ditch and collapsed, buckling and distorting the fuselage. FAA inspectors examined the airplane and did not report finding any trim or control system irregularity; however, the fuselage distortion precluded a complete examination.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain proper runway alignment during a rejected takeoff. A factor in the accident was the undetermined pitch control/trim system problem, which led to the pilot's rejected takeoff decision and may have distracted him during attempts to maintain aircraft control.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

1. (F) FLIGHT CONTROL SURFACES/ATTACHMENTS - UNDETERMINED
2. FLIGHT CONTROLS - RESTRICTED - PILOT IN COMMAND
3. (F) DIVERTED ATTENTION - PILOT IN COMMAND
4. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
5. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
6. OBJECT - AIRCRAFT PARKED/STANDING
7. EVASIVE MANEUVER - INTENTIONAL - PILOT IN COMMAND
8. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
9. TERRAIN CONDITION - DITCH

Pilot Information

Certificate:	Commercial	Age:	61
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	LUD CORRAO	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	None	Engine Model/Series:	985
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 300°
Temperature:	4° C	Visibility	35 Miles
Precipitation and Obscuration:			
Departure Point:	CARSON CITY, NV (CXP)	Destination:	(MEV)

Airport Information

Airport:	MINDEN-TAHOE (MEV)	Runway Surface Type:	Asphalt
Runway Used:	34	Runway Surface Condition:	Wet
Runway Length/Width:	7395 ft / 100 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): HOWARD D PLAGENS Adopted Date: 12/04/2000

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/>.

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