



National Transportation Safety Board Aviation Accident Final Report

Location:	SKANEATELES, NY	Accident Number:	NYC98LA178
Date & Time:	09/01/1998, 1800 EDT	Registration:	N6287P
Aircraft:	Maule MX-7-160	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The tail-wheel airplane was departing a 1,900 foot long, 70 foot wide, grass runway. According to the pilot, '...Full power was brought up and the brakes were released. The aircraft veered immediately to the left and not having airspeed to correct, I could not bring it to centerline. The [airplane] accelerated but continued to the left...' The pilot then aborted the takeoff, however, the airplane continued to left, impacted a tree, and flipped over. Examination of the wreckage did not reveal any pre-impact abnormalities of the airframe or engine. The pilot stated he did not remember if the airplane's tail wheel was straight when he commenced the takeoff roll.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure maintain directional control and his delayed decision to abort the takeoff. Contributing factors were trees.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ABORTED

Findings

3. (F) OBJECT - TREE(S)

Occurrence #3: NOSE OVER
Phase of Operation: TAKEOFF - ABORTED

Factual Information

On September 1, 1998, about 1800 eastern daylight time, a Maule MX-7-160, N6287P, was substantially damaged during takeoff from a private unlisted grass airstrip in Skaneateles, New York. The certificated private pilot was not injured. Visual meteorological conditions prevailed and no flight plan had been filed for the personal flight conducted under 14 CFR Part 91.

In a written statement, the pilot said he taxied the tail-wheel airplane to runway 28, a 1,900 foot long, 70 foot wide, grass runway. He further stated:

"...Full power was brought up and the brakes were released. The aircraft veered immediately to the left and not having airspeed to correct, I could not bring it to centerline. The [airplane] accelerated but continued to the left so I aborted the takeoff, chopped the power, and applied brakes. As the [airplane] skidded almost to a stop, the left wing clipped a small pine tree.

The airplane flipped over and skid to a stop.

Examination of the wreckage by a Federal Aviation Administration Inspector did not reveal any pre-impact abnormalities of the airframe or engine.

During an interview with an FAA Inspector, the pilot stated he did not remember if the airplane's tail wheel was straight when he commenced the takeoff roll.

Pilot Information

Certificate:	Private	Age:	52, 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):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/03/1998
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1000 hours (Total, all aircraft), 40 hours (Total, this make and model), 1000 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N6287P
Model/Series:	MX-7-160 MX-7-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	19018C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	06/14/1998, Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	119 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-B2D
Registered Owner:	DONALD P. TRABOLB	Rated Power:	160 hp
Operator:	DONALD P. TRABOLB	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SYR, 421 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	1754 EDT	Direction from Accident Site:	45°
Lowest Cloud Condition:	Scattered / 7000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23° C / 14° C
Precipitation and Obscuration:			
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1800 EDT	Type of Airspace:	Class G

Airport Information

Airport:	TRABOLD'S (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:	1100 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	1900 ft / 70 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	LUKE SCHIADA	Report Date:	01/28/2000
Additional Participating Persons:	SERGIO PEREZ; ROCHESTER, NY		
Publish Date:			
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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