



National Transportation Safety Board Aviation Accident Final Report

Location:	TROY, MI	Accident Number:	CHI90DEC03
Date & Time:	07/01/1990, 2050 EDT	Registration:	N307JP
Aircraft:	MAXAIR MU532	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACCIDENT OCCURRED DURING THE MAIDEN FLIGHT IN THIS HOMEBUILT AIRCRAFT. THE PILOT MADE A LOCAL FLIGHT AND WAS ATTEMPTING TO LAND WHEN THE ACCIDENT OCCURRED. HE STATED THAT THE AIRSPEED WAS LITTLE HIGH DURING THE LANDING AND THE AIRCRAFT BOUNCED. DURING THE BOUNCE THE AIRCRAFT VEERED TO THE LEFT. THE PILOT APPLIED RIGHT RUDDER AND POWER AT WHICH TIME THE AIRCRAFT VEERED SHARPLY TO THE RIGHT AND TRAVELED OFF THE RIGHT SIDE OF THE RUNWAY AND CAME TO REST AFTER CONTACTING GUARD POSTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER REMEDIAL ACTION TO REGAIN DIRECTIONAL CONTROL DURING THE LANDING.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - POLE

Factual Information

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
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:	04/24/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	255 hours (Total, all aircraft), 1 hours (Total, this make and model), 106 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MAXAIR	Registration:	N307JP
Model/Series:	MU532 MU532	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	136330750121
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/15/1990, Annual	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:	1 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1 Hours	Engine Manufacturer:	ROTAX
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	532UL
Registered Owner:	JOHN A PYLAT JR.	Rated Power:	64 hp
Operator:	PYLAT, JOHN A.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DET, 626 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	2045 EDT	Direction from Accident Site:	140°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21° C / 18° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	2024 EDT	Type of Airspace:	Class G

Airport Information

Airport:	TROY OAKLAND (7D2)	Runway Surface Type:	Concrete
Airport Elevation:	652 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	3855 ft / 50 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ROBERT L GREEN	Report Date:	09/21/1992
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).