



National Transportation Safety Board Aviation Accident Final Report

Location:	FORT COLLINS, CO	Accident Number:	DEN85LA108
Date & Time:	04/02/1985, 1430 MST	Registration:	N332X
Aircraft:	MAULE M-5-210C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT OF A MAULE LOST DIRECTIONAL CONTROL DURING AN ATTEMPTED LANDING AT A DIRT STRIP NEAR FT COLLINGS, CO. THE WIND WAS FROM THE WEST AT A FULL LANDING STALL ATTITUDE WHEN A GUST OF WIND PICKED THE RT WG UP CAUSING THE LEFT WING TO CONTACT THE GROUND. DURING THE ATTEMPTED GO AROUND, THE ACFT VEERED OFF THE RUNWAY AND GROUND LOOPED CAUSING THE LANDINGGEAR TO COLLAPSE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (C) COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - GUSTS
4. (C) AIRSPEED(VSO) - IMPROPER USE OF - PILOT IN COMMAND
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: GO-AROUND (VFR)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	29, 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:	07/16/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	541 hours (Total, all aircraft), 135 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MAULE	Registration:	N332X
Model/Series:	M-5-210C M-5-210C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	6139
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	02/17/1984, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1400 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360D
Registered Owner:	SCOTT WEISER	Rated Power:	210 hp
Operator:	SCOTT WEISER	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:	1430	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	25 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:	ERIE, CO (48V)	Type of Flight Plan Filed:	None
Destination:	(48V)	Type of Clearance:	None
Departure Time:	1250 MST	Type of Airspace:	Class G

Airport Information

Airport:	RAWHIDE (1600)	Runway Surface Type:	Dirt; Gravel
Airport Elevation:	5860 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	2000 ft / 100 ft	VFR Approach/Landing:	

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):	R	G MUCHO	Report Date:
Additional Participating Persons:			
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/ .		

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](#).