



National Transportation Safety Board Aviation Accident Data Summary

Location:	Chickaloon, AK	Accident Number:	ANC09CA029
Date & Time:	04/04/2009, 1500 AKD	Registration:	N40684
Aircraft:	MAULE M-4-210C	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The solo private pilot was landing a wheel-equipped airplane at an off-airport, snow-covered site. During the landing roll, the airplane bounced when it encountered a small snowdrift. The pilot said that he attempted to recover but the airplane drifted to the right and nosed over when it touched down in deep snow. The airplane sustained substantial damage to the vertical stabilizer, rudder, and wing lift struts. The pilot said there were no preaccident mechanical problems with the airplane, and noted in his report to the NTSB that he should have selected a better area to land on.

Flight Events

Landing - Abnormal runway contact
Landing - Loss of control in flight
Landing - Nose over/nose down

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's selection of an unsuitably rough and snow-covered landing area.

Findings

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C
Environmental issues-Physical environment-Runway/land/takeoff/taxi surfa-Snow/slush/ice covered-Decision related to condition - C
Environmental issues-Physical environment-Terrain-Rough terrain-Decision related to condition - C

Pilot Information

Certificate:	Private	Age:	47
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	88 hours (Total, all aircraft), 18 hours (Total, this make and model), 58 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	MAULE	Registration:	N40684
Model/Series:	M-4-210C	Engines:	1 Reciprocating
Operator:	JOHNSON JEFF	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-360 SER
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Light and Variable, Variable
Temperature:	-2 °C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Anchorage, AK (MRI)	Destination:	Chickaloon, AK

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

Administrative Information

Investigator In Charge (IIC):	Clinton O Johnson	Adopted Date:	07/28/2009
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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.