



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Fairbanks, AK	<b>Accident Number:</b>	ANC16CA031
<b>Date &amp; Time:</b>	06/11/2016, 1300 AKD	<b>Registration:</b>	N5650J
<b>Aircraft:</b>	MAULE M 6-235	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot stated that while attempting to assess the suitability of a gravel-covered ridge top for future landings in his tail-wheel equipped airplane, he attempted a full flap landing on the main wheels. After bouncing twice, he aborted the landing and adjusted the flaps to 40 degrees and applied full power. During the subsequent takeoff, he felt something hit the airplane, but elected to continue the takeoff and proceed to his final destination. During a postflight inspection, the pilot discovered substantial damage to the lower cross member structure of the fuselage.

The pilot stated there were no pre-accident mechanical malfunctions or anomalies that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's decision to land on terrain unsuitable for a wheel equipped airplane.

## Findings

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<b>Personnel issues</b>	Decision making/judgment - Pilot (Cause)
<b>Environmental issues</b>	Terrain - Decision related to condition (Cause)

## Factual Information

### History of Flight

Landing-aborted after touchdown	Collision during takeoff/land (Defining event)
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### Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	06/03/2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	05/25/2015
Flight Time:	681 hours (Total, all aircraft), 149 hours (Total, this make and model), 608 hours (Pilot In Command, all aircraft), 11 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 Make:	MAULE	Registration:	N5650J
Model/Series:	M 6-235	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7420C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	03/31/2016, Annual	Certified Max Gross Wt.:	2502 lbs
Time Since Last Inspection:	12 Hours	Engines:	Reciprocating
Airframe Total Time:	3088.7 Hours at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, not activated	Engine Model/Series:	IO-540
Registered Owner:	WAYPOINT LLC	Rated Power:	235 hp
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAFA, 432 ft msl	Distance from Accident Site:	43 Nautical Miles
Observation Time:	1253 UTC	Direction from Accident Site:	7°
Lowest Cloud Condition:	Scattered / 7500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 9500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.74 inches Hg	Temperature/Dew Point:	13° C / 8° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fairbanks, AK (AK28)	Type of Flight Plan Filed:	None
Destination:	Fairbanks, AK (25AA)	Type of Clearance:	VFR
Departure Time:	1130 AKD	Type of Airspace:	Class E

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	64.090000, -148.080000 (est)

## Administrative Information

Investigator In Charge (IIC):	David S Williams	Report Date:	12/05/2016
Additional Participating Persons:			
Publish Date:	12/05/2016		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=93415">http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=93415</a>		

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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](#).