



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Madera, California	<b>Accident Number:</b>	WPR23LA361
<b>Date &amp; Time:</b>	September 28, 2023, 16:07 Local	<b>Registration:</b>	N126GM
<b>Aircraft:</b>	GLEIM JAMES M MG-1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during level flight, the airplane canopy suddenly opened, so he elected to land the airplane on a dirt road ahead. On approach to the dirt road, he encountered power lines and climbed to avoid them, then he continued the emergency approach to the road. When the airplane touched down on the dirt road, it veered aggressively to the left, becoming airborne momentarily, then landing in a ditch and nosing over before coming to rest inverted. The airplane sustained substantial damage to the wings and fuselage. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane 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:

An emergency landing on uneven terrain that resulted in the loss of directional control during landing.

## Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

## Factual Information

### History of Flight

Enroute	Off-field or emergency landing
Landing-landing roll	Nose over/nose down (Defining event)

### Pilot Information

Certificate:	Private	Age:	45
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	February 25, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 15, 2023
Flight Time:	712.2 hours (Total, all aircraft), 8.6 hours (Total, this make and model), 536.5 hours (Pilot In Command, all aircraft), 11.9 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	GLEIM JAMES M	Registration:	N126GM
Model/Series:	MG-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	001
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	December 7, 2022 Condition	Certified Max Gross Wt.:	1150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	90.6 Hrs	Engine Manufacturer:	Jabiru
ELT:	C91A installed, activated, did not aid in locating accident	Engine Model/Series:	3300
Registered Owner:	On file	Rated Power:	120
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KMAE, 251 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	15:53 Local	<b>Direction from Accident Site:</b>	294°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots / 17 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	310°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.83 inches Hg	<b>Temperature/Dew Point:</b>	30°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Fresno, CA (E79)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Madera, CA (KMAE)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:00 Local	<b>Type of Airspace:</b>	Class E

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	36.941333,-119.9908

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Basti, Paymaun
<b>Additional Participating Persons:</b>	Antonio Padilla; FAA; Fresno, CA
<b>Original Publish Date:</b>	May 6, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=193193">https://data.nts.gov/Docket?ProjectID=193193</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).