



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Lewiston, Idaho                      | <b>Accident Number:</b> | GAA18CA311  |
| <b>Date &amp; Time:</b>        | May 27, 2018, 18:30 Local            | <b>Registration:</b>    | N5634Y      |
| <b>Aircraft:</b>               | Maule M5                             | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | Loss of control in flight            | <b>Injuries:</b>        | 1 Minor     |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

The pilot of the tailwheel-equipped airplane reported that he was aligned with the right edge of the 80-ft-wide private, grass airstrip during short final. The pilot slipped the airplane to the left, but the right main landing gear contacted the tall wheat field that bordered the runway, and the airplane began to veer right. He added that the airplane continued to the right and subsequently nosed over.

The airplane sustained substantial damage to the right lift strut.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The pilot indicated that he should have initiated an immediate go-around procedure once he realized the approach was not normal.

## Probable Cause and Findings

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

The pilot's failure to maintain the runway centerline and his subsequent decision to not perform a go-around, which resulted in the main landing gear contacting tall wheat and a subsequent loss of control.

## Findings

|                             |  |
|-----------------------------|--|
| <b>Aircraft</b>             | Heading/course - Not attained/maintained |
| <b>Personnel issues</b>     | Aircraft control - Pilot                 |
| <b>Personnel issues</b>     | Decision making/judgment - Pilot         |
| <b>Environmental issues</b> | (general) - Contributed to outcome       |

## Factual Information

### History of Flight

|                |  |
|----------------|--|
| <b>Landing</b> | Miscellaneous/other                        |
| <b>Landing</b> | Loss of control in flight (Defining event) |
| <b>Landing</b> | Nose over/nose down                        |

### Pilot Information

|                                  |  |  |                |
|----------------------------------|--|--|----------------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                              | 78,Male        |
| <b>Airplane Rating(s):</b>       | Single-engine land; Single-engine sea  | <b>Seat Occupied:</b>                    | Right          |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   | 3-point        |
| <b>Instrument Rating(s):</b>     | None   | <b>Second Pilot Present:</b>             | No             |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             | No             |
| <b>Medical Certification:</b>    | BasicMed With waivers/limitations  | <b>Last FAA Medical Exam:</b>            | August 2, 2017 |
| <b>Occupational Pilot:</b>       | No   | <b>Last Flight Review or Equivalent:</b> | June 2, 2017   |
| <b>Flight Time:</b>              | (Estimated) 2000 hours (Total, all aircraft), 700 hours (Total, this make and model), 1975 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 3.5 hours (Last 30 days, all aircraft), 0.5 hours (Last 24 hours, all aircraft) |  |                |

## Aircraft and Owner/Operator Information

|                                      |                              |                                       |                 |
|--------------------------------------|------------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Maule                        | <b>Registration:</b>                  | N5634Y          |
| <b>Model/Series:</b>                 | M5 235C                      | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          | 1979                         | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                       | <b>Serial Number:</b>                 | 7290C           |
| <b>Landing Gear Type:</b>            | Tailwheel                    | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | May 17, 2017 Annual          | <b>Certified Max Gross Wt.:</b>       | 2300 lbs        |
| <b>Time Since Last Inspection:</b>   | 749 Hrs                      | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | at time of accident          | <b>Engine Manufacturer:</b>           | Lycoming        |
| <b>ELT:</b>                          | C91 installed, not activated | <b>Engine Model/Series:</b>           | O-540-J1A5D     |
| <b>Registered Owner:</b>             |                              | <b>Rated Power:</b>                   | 235 Horsepower  |
| <b>Operator:</b>                     | On file                      | <b>Operating Certificate(s) Held:</b> | 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> | KLWS, 1436 ft msl                | <b>Distance from Accident Site:</b>         | 4 Nautical Miles |
| <b>Observation Time:</b>                | 01:56 Local                      | <b>Direction from Accident Site:</b>        | 332°             |
| <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>                | 6 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | None / None      |
| <b>Wind Direction:</b>                  | 330°                             | <b>Turbulence Severity Forecast/Actual:</b> | N/A / N/A        |
| <b>Altimeter Setting:</b>               | 30.02 inches Hg                  | <b>Temperature/Dew Point:</b>               | 25°C / 7°C       |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                  |
| <b>Departure Point:</b>                 | Lewiston, ID (PVT )              | <b>Type of Flight Plan Filed:</b>           | None             |
| <b>Destination:</b>                     | Lewiston, ID (PVT )              | <b>Type of Clearance:</b>                   | None             |
| <b>Departure Time:</b>                  | 18:00 Local                      | <b>Type of Airspace:</b>                    | Class G          |

## Airport Information

|                             |                 |                                  |                           |
|-----------------------------|-----------------|----------------------------------|---------------------------|
| <b>Airport:</b>             | PVT PVT         | <b>Runway Surface Type:</b>      | Grass/turf                |
| <b>Airport Elevation:</b>   | 2150 ft msl     | <b>Runway Surface Condition:</b> | Dry                       |
| <b>Runway Used:</b>         | W               | <b>IFR Approach:</b>             | None                      |
| <b>Runway Length/Width:</b> | 2000 ft / 80 ft | <b>VFR Approach/Landing:</b>     | Full stop;Traffic pattern |

## 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>    | N/A     | <b>Aircraft Explosion:</b>  | None                       |
| <b>Total Injuries:</b>     | 1 Minor | <b>Latitude, Longitude:</b> | 46.309444,-116.964447(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Nepomuceno, Eleazar   |
| <b>Additional Participating Persons:</b> | Kevin Marsac; FAA; Spokane, WA  |
| <b>Original Publish Date:</b>            | November 5, 2018  |
| <b>Note:</b>                             | This accident report documents the factual circumstances of this accident as described to the NTSB.   |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=97365">https://data.nts.gov/Docket?ProjectID=97365</a> |

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](#).