



# Aviation Investigation Final Report

<b>Location:</b>	Burnet, Texas	<b>Accident Number:</b>	GAA18CA287
<b>Date &amp; Time:</b>	May 19, 2018, 11:30 Local	<b>Registration:</b>	N427LS
<b>Aircraft:</b>	Maule M 7	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

According to the pilot in the tailwheel-equipped airplane, he attempted a three-point landing with 48° of flaps applied in a strong, left crosswind. He reported that, after landing, the airplane lifted off again, and the left wing lifted. The pilot applied aileron and rudder inputs to counter the left crosswind, but the inputs were ineffective due to the airplane's low airspeed. He applied power to fly out of the gusting left crosswind condition, but the airplane veered right, the right wing struck the ground, and the airplane cartwheeled.

The airplane sustained substantial damage to the engine mounts, both wings, and the aft fuselage.

The METAR at the accident airport reported, about the time of the accident, wind from 160° at 12 knots, gusting to 25 knots. The highest wind reported during the observation period was from 190° at 31 knots. The pilot landed the airplane on runway 19.

According to the manufacturer's airplane flight manual, the maximum demonstrated crosswind component was 12 knots, and the flap extension should be limited to 0°. The pilot reported that the accident could have been prevented if he had attempted a wheel landing with less than full flaps.

The pilot reported that there were no mechanical malfunctions or failures 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:

The pilot's failure to maintain directional control during landing in gusting wind conditions and with an incorrect flap configuration.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Aircraft</b>	Trailing edge flaps - Incorrect use/operation
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Use of equip/system - Pilot
<b>Environmental issues</b>	Gusts - Effect on operation

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Other weather encounter
<b>Landing-flare/touchdown</b>	Loss of control in flight (Defining event)
<b>Landing-flare/touchdown</b>	Attempted remediation/recovery
<b>Landing-flare/touchdown</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	64, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	May 19, 2016
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 15, 2016
<b>Flight Time:</b>	(Estimated) 2947 hours (Total, all aircraft), 685 hours (Total, this make and model), 2661 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Maule	<b>Registration:</b>	N427LS
<b>Model/Series:</b>	M 7 235C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2001	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	25057C
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 26, 2017 Annual	<b>Certified Max Gross Wt.:</b>	2500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	990 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	IO-540-W1A5
<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>	KBMQ, 1288 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	16:53 Local	<b>Direction from Accident Site:</b>	56°
<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>	12 knots / 25 knots	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.89 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	FREDERICKSBURG, TX (T82 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Burnet, TX (BMQ )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	BURNET MUNI KATE CRADDOCK FIEL BMQ	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1284 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	19	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	30.738889,-98.238609(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	Corey L Wehmeyer; FAA; Lubbock, TX
<b>Original Publish Date:</b>	March 18, 2019
<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=97284">https://data.nts.gov/Docket?ProjectID=97284</a>

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