



Aviation Investigation Final Report

Location:	Roosevelt, Utah	Accident Number:	GAA19CA227
Date & Time:	April 27, 2019, 11:35 Local	Registration:	N4257A
Aircraft:	Maule M7	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot in the tailwheel-equipped airplane reported that, during landing, the airplane encountered a "strong" wind gust. The airplane touched down on the left side of the runway centerline. The pilot stated that, when the tailwheel touched down, it felt as though the airplane was being pushed further to the left side of the runway. He recalled that the right wing lifted, and the airplane veered left. He applied right rudder, and he leveled the wings, but the airplane exited the left side of the runway and impacted a culvert.

The airplane sustained substantial damage to the right wing.

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

The METAR for the airport reported that, about the time of the accident, the wind was from 260° at 11 knots, gusting to 16 knots. The pilot landed the airplane on runway 25.

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, which resulted in a runway excursion and collision with a culvert.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Gusts - Effect on operation
Environmental issues	(general) - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing-landing roll	Abnormal runway contact
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	70,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-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:	June 5, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 3, 2017
Flight Time:	(Estimated) 1185 hours (Total, all aircraft), 985 hours (Total, this make and model), 1134 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N4257A
Model/Series:	M7 235C	Aircraft Category:	Airplane
Year of Manufacture:	2002	Amateur Built:	
Airworthiness Certificate:	Other	Serial Number:	25083C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	November 12, 2018 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1206 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91A installed, not activated	Engine Model/Series:	IO-540-W1A5
Registered Owner:		Rated Power:	230 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KVEL, 5270 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	68°
Lowest Cloud Condition:	Few / 4500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Las Vegas, NV (VGT)	Type of Flight Plan Filed:	None
Destination:	Las Vegas, NV (VGT)	Type of Clearance:	VFR flight following
Departure Time:	07:43 Local	Type of Airspace:	Class G

Airport Information

Airport:	Roosevelt Muni 74V	Runway Surface Type:	Asphalt
Airport Elevation:	5176 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	6501 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.278331,-110.051391(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Matthew Blad; FAA; Salt Lake City , UT
Original Publish Date:	March 20, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99334

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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](#).