



Aviation Investigation Final Report

Location:	Grass Valley, Oregon	Accident Number:	GAA18CA569
Date & Time:	September 15, 2018, 18:00 Local	Registration:	N760AC
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 of the tailwheel-equipped airplane reported that, during the second approach to the unimproved canyon airstrip in moderate turbulence, he felt that the groundspeed was faster than normal and that there was a tailwind, but he reduced power to idle and landed the airplane. About 300 ft into the ground roll, at 35 mph, the airplane veered left. He applied right rudder and moderate braking, but the airplane exited the airstrip to the left, and its left main landing gear struck a pile of rocks that were painted white and used to mark the edge of the runway. The left main landing gear separated from the airplane.

The airplane sustained substantial damage to the fuselage, left wing, and left aileron.

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

An automated weather observation system about 16 nautical miles from the accident site reported that, about the time of the accident, the wind was from 290° at 13 knots, gusting to 16 knots. The pilot was landing to the south.

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 the landing roll.

Findings

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

Factual Information

History of Flight

Landing	Other weather encounter
Landing	Loss of control on ground (Defining event)
Landing	Attempted remediation/recovery
Landing	Runway excursion
Landing	Collision with terr/obj (non-CFIT)
Landing	Part(s) separation from AC

Pilot Information

Certificate:	Private	Age:	45,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	September 30, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 10, 2016
Flight Time:	(Estimated) 1315 hours (Total, all aircraft), 1120 hours (Total, this make and model), 1315 hours (Pilot In Command, all aircraft), 59 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N760AC
Model/Series:	M7 260C	Aircraft Category:	Airplane
Year of Manufacture:	2012	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30052C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	August 27, 2018 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	969 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-540
Registered Owner:		Rated Power:	260 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KDLS, 210 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	00:53 Local	Direction from Accident Site:	309°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 16 knots	Turbulence Type Forecast/Actual:	None / Unknown
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	N/A / Light
Altimeter Setting:	29.81 inches Hg	Temperature/Dew Point:	19°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hood River, OR (4S2)	Type of Flight Plan Filed:	None
Destination:	Grass Valley, OR	Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	Class G

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:	45.45,-120.863609(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Erik Ramseyer; FAA; Portland, OR
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98360

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](#).