



Aviation Investigation Final Report

Location:	Medford, Oregon	Accident Number:	GAA19CA007
Date & Time:	October 6, 2018, 16:30 Local	Registration:	N10555
Aircraft:	Maule M7	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during the landing roll, a wind gust from the left caused the left wing to rise. The airplane veered right, and he added full aileron, rudder, and brake to recover to no avail. The pilot stated he heard a "loud noise," the airplane veered sharply, and it then came to rest on an adjacent taxiway.

The airplane sustained substantial damage to the right wing.

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

The automated weather observation station at the airport reported that, about 23 minutes before the accident, the wind was from 330° at 10 knots. The airplane landed on runway 32.

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.

Findings

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

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing	Loss of control on ground (Defining event)
Landing	Attempted remediation/recovery
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Private	Age:	68,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed	Last FAA Medical Exam:	August 28, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 4, 2017
Flight Time:	(Estimated) 917 hours (Total, all aircraft), 497 hours (Total, this make and model), 792 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N10555
Model/Series:	M7 235B	Aircraft Category:	Airplane
Year of Manufacture:	1999	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	23055C
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	June 22, 2018 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	722.2 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	IO-540-W1A5
Registered Owner:		Rated Power:	235 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:	KMFR,1329 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	23:53 Local	Direction from Accident Site:	351°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 5500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	17°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Vancouver, WA (VUO)	Type of Flight Plan Filed:	None
Destination:	Medord, OR (MFR)	Type of Clearance:	Traffic advisory
Departure Time:	14:25 Local	Type of Airspace:	Class D

Airport Information

Airport:	ROGUE VALLEY INTL - MEDFORD MFR	Runway Surface Type:	Asphalt
Airport Elevation:	1335 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	8800 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	42.367221,-122.869163(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Kevin Marpert; FAA; Portland, OR
Original Publish Date:	April 8, 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=98429

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](#).