



Aviation Investigation Final Report

Location:	Soldotna, Alaska	Accident Number:	ANC23LA033
Date & Time:	May 10, 2023, 13:10 Local	Registration:	N30AG
Aircraft:	Maule M-7-235	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was conducting touch-and-go landings in a tailwheel-equipped airplane during gusting crosswind conditions. The pilot reported that after landing, a gust of wind turned the airplane into the wind. When the pilot corrected for the turn, another gust of wind lifted the left wing and the airplane nosed over. The airplane sustained substantial damage to the left wing and rudder. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 the landing roll in gusting crosswind conditions.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Crosswind - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	82,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):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	March 27, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 19, 2022
Flight Time:	(Estimated) 12000 hours (Total, all aircraft), 9000 hours (Total, this make and model), 12000 hours (Pilot In Command, all aircraft), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N30AG
Model/Series:	M-7-235	Aircraft Category:	Airplane
Year of Manufacture:	1994	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4131C
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	April 18, 2023 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3397 Hrs	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	L-2A740-40A O-540-B4B5
Registered Owner:	On file	Rated Power:	320 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:	PAEN,99 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	317°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Broken / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	23 knots / 32 knots	Turbulence Type Forecast/Actual:	Unknown / Unknown
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	Unknown / Moderate
Altimeter Setting:	29.63 inches Hg	Temperature/Dew Point:	9°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Soldotna, AK	Type of Flight Plan Filed:	None
Destination:	Soldotna, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Soldotna Airport SXQ	Runway Surface Type:	Gravel
Airport Elevation:	150 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	2000 ft / 80 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	60.474797,-151.03835(est)

Administrative Information

Investigator In Charge (IIC): Ward, Mark

Additional Participating Persons: Fred Adams; FAA; AK

Original Publish Date: August 31, 2023

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=162754>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).