



# Aviation Investigation Final Report

<b>Location:</b>	Provo, Utah	<b>Accident Number:</b>	WPR24LA016
<b>Date &amp; Time:</b>	October 12, 2023, 14:40 Local	<b>Registration:</b>	N235PR
<b>Aircraft:</b>	Maule M-7-235C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during the landing he felt a wind gust that moved the airplane's tail to the left, but was unsuccessful when applying a correctional input. The left wing impacted the ground then nosed over and came to rest inverted. The airplane sustained substantial damage to the wing assembly.

The pilot reported that there were no preaccident 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.

## Findings

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

## Factual Information

### History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Nose over/nose down

### Pilot Information

Certificate:	Private	Age:	37
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	June 25, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 18, 2023
Flight Time:	406 hours (Total, all aircraft), 7 hours (Total, this make and model), 357 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N235PR
Model/Series:	M-7-235C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	25066C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	February 8, 2023 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	28.7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1115.5 Hrs	Engine Manufacturer:	Lycoming
ELT:	C91A installed, not activated	Engine Model/Series:	O-540-B4B5
Registered Owner:	SUNNYSIDE 7 LLC	Rated Power:	235 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:		Distance from Accident Site:	
Observation Time:	16:40 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	0°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brigham City, UT (KBMC)	Type of Flight Plan Filed:	
Destination:	Provo, UT (KPVU)	Type of Clearance:	VFR;VFR flight following
Departure Time:	15:13 Local	Type of Airspace:	Class C

## Airport Information

Airport:	Provo Municipal Airport PVU	Runway Surface Type:	Asphalt
Airport Elevation:	4496 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	8603 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.219167,-111.72336(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Basti, Paymaun
<b>Additional Participating Persons:</b>	Jeff Smith; FAA; Salt Lake City, UT
<b>Original Publish Date:</b>	July 2, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=193257">https://data.nts.gov/Docket?ProjectID=193257</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).