



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Beaumont, Texas	Accident Number:	CEN24LA081
Date & Time:	December 29, 2023, 14:27 Local	Registration:	N71MS
Aircraft:	Maule M-6-235	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Aerial observation		

Analysis

During the landing attempt with a direct left crosswind in the tailwheel-equipped airplane, the pilot reported he heard a pop, and the airplane veered to the right. The pilot attempted to make a correction to the left to maintain airplane control. The pilot felt the empennage lift and the propeller struck the runway. The right main landing gear collapsed, the right wing struck the runway, and the airplane pivoted around the left main landing gear coming to rest on the runway. The airplane sustained substantial damage to the right wing and wing struts. According to a mechanic, postaccident examination revealed fractures to the landing gear structure that were consistent with an abnormal side load and subsequent ground loop. No other mechanical failures or malfunctions were reported with the airplane that would have precluded normal operation.

At the time of the accident, the pilot was landing the airplane on runway 34 with wind from 250° at 12 knots and gusting to 16 knots.

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 crosswind conditions, which resulted in a ground loop on the runway.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Crosswind - Response/compensation

Factual Information

History of Flight

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

Certificate:	Commercial; Flight instructor; Private	Age:	46, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	January 23, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4210 hours (Total, all aircraft), 170 hours (Total, this make and model), 260 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N71MS
Model/Series:	M-6-235	Aircraft Category:	Airplane
Year of Manufacture:	1984	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7452C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	IO-540
Registered Owner:	TAF AERIAL SERVICES LLC	Rated Power:	300 Horsepower
Operator:	TAF AERIAL SERVICES LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BMT,32 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:35 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.16 inches Hg	Temperature/Dew Point:	13°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Beaumont, TX	Type of Flight Plan Filed:	None
Destination:	Beaumont, TX	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	JACK BROOKS RGNL BPT	Runway Surface Type:	Asphalt;Concrete
Airport Elevation:	14 ft msl	Runway Surface Condition:	Dry
Runway Used:	16/34	IFR Approach:	None
Runway Length/Width:	5071 ft / 150 ft	VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	30.070603,-94.215837(est)

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Stephen Ragin; FAA; Houston, TX
Original Publish Date:	February 29, 2024
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=193605

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](#).