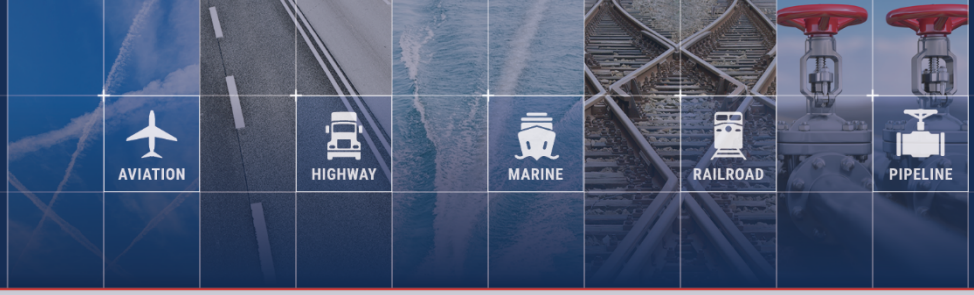

Aviation Investigation Final Report

Location:	New Braunfels, Texas	**Accident Number:**	DFW07CA015
Date & Time:	October 26, 2006, 17:00 Local	**Registration:**	N32CX
Aircraft:	Maule M5	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot was returning to the airport in the tail-wheeled airplane. He reported that he executed a normal approach to runway 17 for a full- stop landing. He stated that the wind at the time of the landing was reported as 250 degrees at 8 knots. During the landing roll, the airplane drifted to the left side of the runway. stated that he made a "slight correction with right rudder," but the airplane's right wing "continued down and the aircraft [began] to turn hard right." He attempted to regain directional control by adding power, but the right main landing gear collapsed, and the right wing and the propeller contacted the ground. The airplane ground looped which, resulted in structural damage to the right wing. Examination of the landing gear by an aircraft mechanic revealed that the right landing gear strut attachment point was corroded and cracked.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the right main landing gear attachment during the landing roll, which resulted in a ground loop. A contributing factor was a crosswind.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,MAIN GEAR ATTACHMENT - CORRODED
2. (C) LANDING GEAR,MAIN GEAR ATTACHMENT - DETERIORATED
3. (F) WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings
5. TERRAIN CONDITION - GROUND

Factual Information

The 512-hour private pilot had just completed a practice flight consisting of slow flight, stalls, and steep turns, and was returning to the airport in the tail-wheeled airplane. The pilot reported that he executed a normal approach to runway 17, (a dry asphalt 5,354-foot long by 100-foot wide runway), which consisted of a 65-mph approach with the flaps extended to the 20-degrees position for a planned full- stop landing. Additionally, the pilot reported that the wind at the time of the landing was being reported from 250 degrees at 8 knots. During the landing roll, the airplane drifted to the left side of the runway. The pilot stated that he made a "slight correction with right rudder," but the airplane's right wing "continued down and the aircraft [began] to turn hard right." The pilot attempted to regain directional control by adding power; however, the right main landing gear collapsed and the right wing and the propeller contacted the ground. The airplane ground looped which resulted in structural damage to the right wing. The pilot, who was uninjured, reported that he had accumulated a total of 4-hours in this make and model. Examination of the landing gear by an aircraft mechanic revealed that the right landing gear strut attachment point was corroded and cracked. A search of the SDR database, failed to return another report of a failed attachment point.

Pilot Information

Certificate:	Private	**Age:**	49,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
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:**	December 1, 2004
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	October 1, 2006
Flight Time:	512 hours (Total, all aircraft), 4 hours (Total, this make and model), 453 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	**Registration:**	N32CX
Model/Series:	M5	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	7034C
Landing Gear Type:	Tailwheel	**Seats:**	
Date/Type of Last Inspection:	November 1, 2005 Annual	**Certified Max Gross Wt.:**	
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	1904 Hrs at time of accident	**Engine Manufacturer:**	Lycoming
ELT:	Installed, not activated	**Engine Model/Series:**	O-540
Registered Owner:	On file	**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:	KBAZ	**Distance from Accident Site:**	
Observation Time:	16:51 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Scattered / 8000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	8 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	240°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.73 inches Hg	**Temperature/Dew Point:**	31°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	New Braunfels, TX (3R5)	**Type of Flight Plan Filed:**	None
Destination:	New Braunfels, TX	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	

Airport Information

Airport:	NEW BRAUNFELS MUNI 3R5	**Runway Surface Type:**	Asphalt
Airport Elevation:		**Runway Surface Condition:**	Dry
Runway Used:	17	**IFR Approach:**	None
Runway Length/Width:	5364 ft / 100 ft	**VFR Approach/Landing:**	None

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:**	

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	Jessie Sanchez; San Antonio, Texas
Original Publish Date:	March 26, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=64779