



Aviation Investigation Final Report

Location:	Monroe, Washington	Accident Number:	LAX08CA106
Date & Time:	April 12, 2008, 15:50 Local	Registration:	N9277E
Aircraft:	Maule M-5-235C	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the landing rollout, a moderate right crosswind gust of 7 to 8 knots affected the airplane, causing it to drift left. The pilot applied right rudder to compensate; however, as he applied more and repeated right rudder pressure the airplane continued to drift left. The airplane went off the left side of the runway, onto a grass shoulder, then nosed over into the drainage ditch. The pilot stated that the passenger in the copilot's seat was very nervous and tense throughout the flight, and with the sudden left movement of the airplane after landing, the passenger may have tensed up, inadvertently blocked the rudder pedals with his feet.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the crosswind condition and failure to maintain directional control during the landing rollout.

Findings

Environmental issues	Crosswind - Not specified
Aircraft	Crosswind correction - Not attained/maintained
Aircraft	Directional control - Not attained/maintained
Personnel issues	Lack of action - Pilot
Environmental issues	(general) - Not specified

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:	47, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
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	Last FAA Medical Exam:	May 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	185 hours (Total, all aircraft), 35 hours (Total, this make and model), 3 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N9277E
Model/Series:	M-5-235C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7154C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 1, 2007 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2133.6 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-540-J1A5D
Registered Owner:	Kenneth L Thomson	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:	KPAE	Distance from Accident Site:	12 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	23°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Woodland, WA (KW27)	Type of Flight Plan Filed:	None
Destination:	Monroe, WA (KW16)	Type of Clearance:	None
Departure Time:	14:35 Local	Type of Airspace:	

Airport Information

Airport:	Firstair Field KW16	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	07	IFR Approach:	None
Runway Length/Width:	2095 ft / 34 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	47.871387,-121.995277

Administrative Information

Investigator In Charge (IIC): McKenny, Van

Additional Participating Persons: William Shinn; Federal Aviation Administration; Seattle, WA

Original Publish Date: May 28, 2008

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=67836>

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](#).