



Aviation Investigation Final Report

Location:	Dixie, Idaho	Accident Number:	WPR09CA311
Date & Time:	June 25, 2009, 09:15 Local	Registration:	N725V
Aircraft:	Maule M-5-235C	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot and his passenger had been traveling across the country visiting backcountry airstrips. They had spent two nights at a backcountry airstrip and decided to go on a day flight to one of the other airstrips in the area that was 1,500 feet in length by 50 feet wide. After surveying the landing area, the pilot stated that, as he neared the approach end of the runway, he was approximately 20 feet above ground level when the airplane dropped straight down. The pilot indicated that his airspeed was slow and that he most likely encountered a downdraft. This resulted in the airplane landing hard on the runway surface, and the airplane porpoised prior to impacting rising terrain and trees. There were no mechanical malfunctions reported.

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 an adequate airspeed while landing.

Findings

Aircraft	Airspeed - Not attained/maintained
Environmental issues	Downdraft - Not specified
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
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Pilot Information

Certificate:	Private	Age:	57, 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 With waivers/limitations	Last FAA Medical Exam:	April 7, 2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1255 hours (Total, all aircraft), 430 hours (Total, this make and model), 39 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N725V
Model/Series:	M-5-235C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7480C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	IO-540 SER
Registered Owner:	James G Kusian	Rated Power:	300 Horsepower
Operator:	James G Kusian	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MYL,5024 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	08:50 Local	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	0 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	16°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	McCall, ID (MYL)	Type of Flight Plan Filed:	None
Destination:	Dixie, ID (ID76)	Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	

Airport Information

Airport:	Wilson Bar USFS ID76	Runway Surface Type:	Dirt;Grass/turf
Airport Elevation:	2250 ft msl	Runway Surface Condition:	Rough
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	1500 ft / 50 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	45.396667,-115.483329

Administrative Information

Investigator In Charge (IIC):	Dunks, Kristi
Additional Participating Persons:	Steven Dunn; Federal Aviation Administration; Spokane, WA
Original Publish Date:	September 10, 2009
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.nts.gov/Docket?ProjectID=74134

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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](#).