



Aviation Investigation Final Report

Location:	Tea, South Dakota	Accident Number:	CEN12CA159
Date & Time:	February 8, 2012, 13:00 Local	Registration:	N5664N
Aircraft:	Maule MX-7-235	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he landed the tailwheel-equipped airplane on runway 34 and that the wind was from about 270 degrees at 5 knots. During the landing roll, the airplane was traveling about 15 mph when the left wing suddenly lifted up about 60 degrees, and the right wing struck the runway. The airplane tipped up on its nose, and the propeller struck the ground. Postaccident inspection of the airplane revealed substantial damage to the right wing. The pilot reported that there was no mechanical malfunction or failure of the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot did not maintain directional control of the airplane during a crosswind landing.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Incorrect action performance - Pilot
Environmental issues	Crosswind - Contributed to outcome

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:	74,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 21, 2010
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2479 hours (Total, all aircraft), 685 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N5664N
Model/Series:	MX-7-235	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10027C
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-540-W1A5D
Registered Owner:	ALVINE FRANK G	Rated Power:	235
Operator:	ALVINE FRANK G	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FSD,1430 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	12:56 Local	Direction from Accident Site:	355°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.37 inches Hg	Temperature/Dew Point:	-3°C / -13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Winfred, SD (/sd0)	Type of Flight Plan Filed:	None
Destination:	Tea, SD (Y14)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	

Airport Information

Airport:	Lincoln County Airport Y14	Runway Surface Type:	Concrete
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	3560 ft / 60 ft	VFR Approach/Landing:	Full stop

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:	43.455176,-96.802407

Administrative Information

Investigator In Charge (IIC):	Silliman, James
Additional Participating Persons:	Barry Dunmire; FAA Rapid City FSDO; Rapid City, SD
Original Publish Date:	May 3, 2012
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=82913

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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](#).