



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Ontario, Oregon	Accident Number:	GAA16CA309
Date & Time:	June 11, 2016, 07:00 Local	Registration:	N6VD
Aircraft:	Maule MX 7	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of a tailwheel-equipped airplane reported that during the landing roll in crosswind conditions, the wind lifted the left wing, and the right wing impacted the ground. The pilot further reported that he attempted to regain control of the airplane, but it continued forward, and the propeller impacted the ground.

The airplane sustained substantial damage to the right wing.

According to the pilot there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

A review of recorded data from the automated weather observation station located on the airport, revealed that, about 7 minutes before the accident the wind was 260 degrees true at 10 knots. The airplane landed on runway 32.

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, which resulted the right wing impacting the ground, and nose down.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Effect on operation

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing-landing roll	Other weather encounter
Landing-landing roll	Collision with terr/obj (non-CFIT)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Powered-lift	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 13, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 1, 2015
Flight Time:	(Estimated) 1045 hours (Total, all aircraft), 550 hours (Total, this make and model), 1009 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N6VD
Model/Series:	MX 7 235C	Aircraft Category:	Airplane
Year of Manufacture:	1981	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	A7354C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 20, 2016 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1250 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	IO-540-W1A-5D
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:	KONO, 2193 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	346°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / None	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	11°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OWYHEE, OR (28U)	Type of Flight Plan Filed:	None
Destination:	Ontario, OR (ONO)	Type of Clearance:	None
Departure Time:	06:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	ONTARIO MUNI ONO	Runway Surface Type:	Asphalt
Airport Elevation:	2193 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	5011 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	44.016387,-117.01139(est)

Administrative Information

Investigator In Charge (IIC):	Vanover, Jackie
Additional Participating Persons:	Robert J Yapple; FAA; Boise, ID
Original Publish Date:	September 12, 2016
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=93376

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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](#).