

**Aviation Safety Investigation Report  
198802407**

**Maule M5-235C**

**17 November 1988**

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**NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at [www.atsb.gov.au](http://www.atsb.gov.au).**

**Occurrence Number:** 198802407  
**Location:** Canberra ACT  
**Date:** 17 November 1988  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1241

|              | Fatal    | Serious  | Minor    | None     |
|--------------|----------|----------|----------|----------|
| Crew         | 0        | 0        | 1        | 1        |
| Ground       | 0        | 0        | 0        | -        |
| Passenger    | 0        | 0        | 0        | 3        |
| <b>Total</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>4</b> |

**Aircraft Details:** Maule M5-235C  
**Registration:** VH-MZD  
**Serial Number:** 7327C  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Canberra ACT  
**Departure Time:** 1231  
**Destination:** Canberra ACT

**Approved for Release:** February 22nd 1989

#### **Circumstances:**

The pilot had completed one circuit involving a touch and go landing and a go around from the second approach. Following the third approach the aircraft touched down then veered to the left as it commenced the landing roll. The pilot was able to arrest the left swing as the aircraft reached the left side of the runway but a swing to the right then developed and resulted in a ground loop. The left main landing gear collapsed and the left wing impacted the ground. The investigation revealed that the pilot had used an incorrect crosswind control technique and then failed to maintain directional control during the landing roll. There were no pre-existing defects with the aircraft which could have contributed to the accident.

#### **Significant Factors:**

The following factors were considered relevant to the development of the accident

1. The pilot did not use the proper crosswind control technique to maintain directional control of the aircraft during the landing roll.