



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division

NOV 23, 2015

NTSB Accident Number: GAA16CA028

Airplane Registration & Make/Model: N5638K, Maule/M-5-210TC

Accident Location: Goodland, KS (KGLD)

Accident Date and Time: 24OCT2015 at 1520

Subject: Memorandum for Record (Pilot Statement)

On the date of 30 October at 1156 (EDT), the Investigator In Charge (IIC) received via email, the following statement from the Pilot In Command (PIC) of N5638K.

PILOT'S STATEMENT, GOODLAND, KANSAS ACCIDENT 10-24-2015

On Sunday, October 24, 2015 at about 3:20 MDT (1520) I attempted to land at Renner/Goodland airport in Goodland, Kansas. I descended from cruise altitude, turning out to the east in a wide 270 degree arc and set up for a straight in approach to runway 30. I heard no other radio traffic and did not receive any response to my calls during the 4-5 mile approach. About ten minutes earlier I had communicated with someone on the field who advised me there was fuel available on the field. During the approach I determined there was a moderate left crosswind that did not seem excessive. I touched down on the centerline, left main gear and tailwheel first but before the right main contacted the tarmac a strong gust lifted the plane from the runway. I brought the plane back down, and a second, stronger gust caused the airplane to skid toward the prevailing wind. The gust was strong enough to weather vane the plane beyond my recovery. The tail then lifted, the right wingtip contacted the grass at the edge of the runway and the plane catapulted about ten feet into the air, twisted to the right and fell on its back facing back to the east. I would guess we ended up thirty to forty feet off the runway on the grass between the runway and the taxiway. I recall at one point looking straight down through the windshield at the grass passing below me. I would estimate the distance from the spinner to the ground was about six feet in that moment. I would guess this all transpired in three to four seconds, maximum. At some point I felt that adding power would have had the effect of accelerating the out of control movements of the plane and would have caused us to suffer serious injuries. I made the approach with 15 degrees of flap and was just above stall speed (about 70mph) when I touched down. I had 20 to 22 gallons of fuel on board at the time. I was enroute to Yankton, SD and had intended to

spend the night in McCook. This was to be (and will be) my last flight and I was delivering the plane to a prospective buyer.

Gregory L. Whipple

[REDACTED]

Silver City, NM

[REDACTED]

No cell phone service here

10-30-2015