



National Transportation Safety Board Aviation Accident Final Report

Location:	DYERSBURG, TN	Accident Number:	ATL97LA094
Date & Time:	07/01/1997, 1615 CDT	Registration:	N71VF
Aircraft:	Maule MX-7-180C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that he was landing on runway 34 when the airplane 'bounced on landing and weathervaned into the wind.' He said he initiated a go-around and gradually retracted the flaps to build up his airspeed; however, the airplane remained in ground effect. The pilot stated that the airplane would not 'climb quickly enough to clear a hedgerow perimetering a golf course.' Subsequently, the airplane struck the hedgerow and crashed onto the golf course. Ambient conditions at the time of the accident included high temperature and high density altitude.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper planning/decision and failure to insure the that airplane would remain clear of trees during the go-around. Factors relating to the accident included: the high temperature, high density altitude, and the proximity of trees.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. (F) WEATHER CONDITION - TEMPERATURE,HIGH
6. (F) OBJECT - TREE(S)
7. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Factual Information

On July 1, 1997, about 1615 central daylight time (CDT), a Maule MX-7-180C, N71VF, collided with the ground, near the Dyersburg Airport, Dyersburg, Tennessee. The flight was being conducted under the provisions of Title 14 CFR Part 91, with no flight plan filed. Visual meteorological conditions prevailed. The commercial pilot received minor injuries, and the airplane sustained substantial damage. The departure time is unknown.

The pilot stated that he was landing on runway 34 when he "bounced on landing and weathervaned into the wind". He initiated a go-around, "in order to not impose severe side load on the landing gear". The airplane remained in ground effect, and the pilot gradually retracted the flaps to build up his airspeed. The pilot stated that the airplane would not "climb quickly enough to clear a hedgerow perimetering a golf course". The airplane struck the hedgerow, the left wing struck a tree, and the airplane rotated approximately 135 degrees. Subsequently, the left main gear struck a "barbed-wire fence and was torn from the airframe". The airplane came to rest on the golf course.

According to the Sheriff's report, the pilot stated that he was "landing on runway 34 and the plane began to veer to the left and he decided to try and go around. The plane did not get enough altitude, causing the plane to veer to the left with the left wing tip striking the ground and then plow through a fence row coming to rest in the number six fairway, heading south". There were no mechanical malfunctions reported by the pilot.

According to the Sheriff's Report, the pilot stated that he was leaving another airplane at the airport for an inspection and was picking up N71VF for a test flight with its newly installed avionics equipment. He stated that he stopped in Kenneth, Missouri for fuel, and then returned to Dyersburg, stating that he was having problems with the new radio and was returning to have it inspected.

The pilot purchased N71VF, a 1997 MX-7-180C, new and had accumulated 11 hours total airframe time. The engine left the Lycoming factory on 10/19/96. The pilot stated in the accident report that an annual inspection would be the type of maintenance program. The last inspection was prior to leaving the factory.

Pilot Information

Certificate:	Commercial; Private	Age:	43, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/30/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1436 hours (Total, all aircraft), 8 hours (Total, this make and model), 1315 hours (Pilot In Command, all aircraft), 71 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N71VF
Model/Series:	MX-7-180C MX-7-180C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28002C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	04/03/1997, Unknown	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	11 Hours	Engines:	1 Reciprocating
Airframe Total Time:	11 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-C1F
Registered Owner:	MARK J. SCHINDLER	Rated Power:	180 hp
Operator:	MARK J. SCHINDLER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DYR, 338 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1641 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32° C / 24° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class E

Airport Information

Airport:	DYERSBURG MUNICIPAL (DYR)	Runway Surface Type:	Asphalt
Airport Elevation:	338 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Go Around

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PRESTON HICKS	Report Date:	12/15/1997
Additional Participating Persons:	AUTREY IVY KAREN C WALSH; ATLANTA, GA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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