



National Transportation Safety Board Aviation Accident Data Summary

Location:	DYERSBURG, TN	Accident Number:	ATL97LA094
Date & Time:	07/01/1997, 1615 CDT	Registration:	N71VF
Aircraft:	Maule MX-7-180C	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

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

Pilot Information

Certificate:	Commercial; Private	Age:	43
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	MARK J. SCHINDLER	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-C1F
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DYR, 338 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 240°
Temperature:	32° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	DYERSBURG MUNICIPAL (DYR)	Runway Surface Type:	Asphalt
Runway Used:	34	Runway Surface Condition:	Dry
Runway Length/Width:	4000 ft / 75 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): PRESTON HICKS Adopted Date: 12/15/1997

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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