



National Transportation Safety Board Aviation Accident Final Report

Location:	OGDEN, UT	Accident Number:	DEN01LA001
Date & Time:	10/01/2000, 1627 MDT	Registration:	N31078
Aircraft:	Maule M-7-235B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The pilot said that during the landing, the tail wheel 'failed.' The airplane then ground looped and departed the right side of the runway. The pilot was asked why the tail wheel failed, but he did not respond to inquiries. According to the FAA inspector who examined the airplane, he saw no evidence of preimpact malfunction or failure. He said it appeared that the pilot had made a hard landing, and that the tail wheel failed as a result of overload forces.

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 a proper descent rate during landing flare/touchdown. A factor was the tail wheel failure due to overload.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) LANDING GEAR, TAILWHEEL - OVERLOAD

Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

3. GROUND LOOP/SWERVE - INADVERTENT

Factual Information

On October 1, 2000, at approximately 1627 mountain daylight time, a Maule M-7-235B, N31078, registered to and operated by Chase and Baxter Investments, was substantially damaged when it collided with terrain during landing at Ogden-Hinckley Airport, Ogden, Utah. The airline transport certificated pilot and his three passengers were not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the personal flight being conducted under Title 14 CFR Part 91. The flight originated at Elko, Nevada, at approximately 1500.

According to the pilot's accident report, the airplane landed on runway 25. During the landing roll, the tail wheel "failed." The airplane then ground looped and departed the right side of the runway, tipping on its left side and collapsing the left main landing gear. The left wing spar was also damaged.

The pilot was asked to explain why the tail wheel failed. He did not respond to the request. According to the FAA inspector who examined the airplane, he saw no evidence of preimpact malfunction or failure. He said it appeared that the pilot had made a hard landing, and that the tail wheel had failed as a result of overload forces.

The pilot was also asked for the seating arrangement. He indicated his son-in-law occupied the left front seat.

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	62, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Front
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 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/17/2000
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	15550 hours (Total, all aircraft), 550 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N31078
Model/Series:	M-7-235B M-7-235B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	23004C
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	05/30/2000, Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	80 Hours	Engines:	1 Reciprocating
Airframe Total Time:	350 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-540-W1A5D
Registered Owner:	CHASE AND BAXTER INVESTMENTS	Rated Power:	235 hp
Operator:	CHASE AND BAXTER INVESTMENTS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OGD, 4470 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1553 MDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 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:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26° C / 4° C
Precipitation and Obscuration:			
Departure Point:	ELKO, NV (EKO)	Type of Flight Plan Filed:	None
Destination:	(OGD)	Type of Clearance:	VFR
Departure Time:	1430 PDT	Type of Airspace:	Class D

Airport Information

Airport:	OGDEN-HINCKLEY (OGD)	Runway Surface Type:	Asphalt
Airport Elevation:	4470 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	5600 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	03/02/2001
Additional Participating Persons:	JAY M MOONEY; SALT LAKE CITY, UT		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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