



# National Transportation Safety Board Aviation Accident Data Summary

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

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## 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

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

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

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) LANDING GEAR, TAILWHEEL - OVERLOAD

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

Phase of Operation: LANDING - ROLL

Findings

3. GROUND LOOP/SWERVE - INADVERTENT

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	62
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	15550 hours (Total, all aircraft), 550 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Maule	<b>Registration:</b>	N31078
<b>Model/Series:</b>	M-7-235B M-7-235B	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	CHASE AND BAXTER INVESTMENTS	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-540-W1A5D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	OGD, 4470 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 250°
<b>Temperature:</b>	26° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ELKO, NV (EKO)	<b>Destination:</b>	(OGD)

## Airport Information

<b>Airport:</b>	OGDEN-HINCKLEY (OGD)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	25	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5600 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): ARNOLD W SCOTT

Adopted Date: 03/02/2001

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](mailto: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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The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.