



National Transportation Safety Board Aviation Accident Final Report

Location:	DOTHAN, AL	Accident Number:	ATL87LA077
Date & Time:	03/01/1987, 0920 CST	Registration:	N9257E
Aircraft:	MAULE M-5-235C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT REPORTED THAT THE ACFT NOSED OVER WHEN HE APPLIED THE BRAKES DURING LDG ROLL-OUT. HE ESTIMATED HIS GOUNDSPEED TO BE ABOUT 15-20 MPH AT THE TIME.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

1. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Private	Age:	36, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/09/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1983 hours (Total, all aircraft), 127 hours (Total, this make and model), 1886 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MAULE	Registration:	N9257E
Model/Series:	M-5-235C M-5-235C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7150C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	10/23/1986, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	34 Hours	Engines:	1 Reciprocating
Airframe Total Time:	557 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-J1A5D
Registered Owner:	DAVID A. BRACKIN	Rated Power:	235 hp
Operator:	DAVID A. BRACKIN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DHN, 401 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	0936 CST	Direction from Accident Site:	340°
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	15° C / 6° C
Precipitation and Obscuration:			
Departure Point:	DOTHAN, AL (37J)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0910 CST	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	315 ft	Runway Surface Condition:	
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	1300 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	SCOTT STRICKLAND	Report Date:	03/21/1988
Additional Participating Persons:	JOHN HARDY; BIRMINGHAM, AL		
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/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).