



Aviation Investigation Final Report

Location:	Troy, Alabama	Accident Number:	ERA21LA345
Date & Time:	August 28, 2021, 13:05 Local	Registration:	N32566
Aircraft:	Maule MXT-7-180	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot performed a preflight inspection of the airplane with no anomalies noted and departed with the intent to practice approaches and landings. After the last practice approach, he set up for a straight in approach with full flaps. He stated that as he approached the runway threshold, “my right wing abruptly rose significantly, and the airplane started to slip to the left”. He applied right rudder and aileron but was unable to correct the airplane’s direction before it struck a tree with the left wing, descended, and came to rest inverted on the edge of the trees. The left wing and fuselage sustained substantial damage. The pilot reported that the airplane had no preimpact mechanical malfunctions or failures that would have precluded normal operation.

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 directional control while landing which resulted in a collision with terrain.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Tree(s) - Effect on equipment

Factual Information

History of Flight

Approach-VFR pattern final	Collision with terr/obj (non-CFIT) (Defining event)
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Pilot Information

Certificate:	Private	Age:	63,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 7, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 8, 2021
Flight Time:	99.4 hours (Total, all aircraft), 20 hours (Total, this make and model), 75.7 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N32566
Model/Series:	MXT-7-180	Aircraft Category:	Airplane
Year of Manufacture:	2018	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	14137C
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 1, 2020 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	54.4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	163 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	O-360-C1F
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TOI,397 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	260°
Lowest Cloud Condition:	Few / 3400 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	32°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Troy, AL (TOI)	Type of Flight Plan Filed:	None
Destination:	Troy, AL (TOI)	Type of Clearance:	None
Departure Time:	11:45 Local	Type of Airspace:	Military operation area;Class D

Airport Information

Airport:	Dunn Private Airstrip PVT	Runway Surface Type:	Grass/turf
Airport Elevation:	375 ft msl	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	1400 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	31.867308,-85.969686(est)

Administrative Information

Investigator In Charge (IIC):	Wentz, Peter
Additional Participating Persons:	Clayton Caessens; BHM FSDO; Birmingham, AL
Original Publish Date:	May 25, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=103774

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).