



Aviation Investigation Final Report

Location:	Prescott, Arizona	Accident Number:	LAX07CA091
Date & Time:	February 20, 2007, 09:00 Local	Registration:	N39KB
Aircraft:	Maule M-7-235B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot decided to abort the takeoff in the initial climb, and the airplane landed hard, collapsing the right main landing gear. Immediately after takeoff the airplane did not feel right to the pilot, and he pulled the throttle off to abort the takeoff. During the landing attempt the airplane stalled and landed hard, collapsing the right landing gear. Examination of the airplane by airport management personnel immediately after the accident revealed that the wing had approximately 1/2-inch of wet snow covering 2/3 of the upper surface of the wing, including the vortex generators. The pilot stated that during his preflight he had only cleared some of the snow from around the vortex generators.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight inspection, and his failure to maintain sufficient airspeed to avoid a stall/mush during an aborted takeoff, which resulted in a loss of control, and an in-flight collision with terrain. Factors associated with the accident are snow, wing contamination (snow), and an inadvertent stall.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - ABORTED

Findings

1. (F) WEATHER CONDITION - SNOW

2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. WING, VORTEX GENERATORS - BLOCKED(PARTIAL)
4. (F) WING - CONTAMINATION
5. (C) AIRSPEED(VS) - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND
6. (F) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. TERRAIN CONDITION - RUNWAY

Factual Information

The pilot decided to abort the takeoff in the initial climb, and the airplane landed hard, collapsing the right main landing gear. Immediately after takeoff the airplane did not feel right to the pilot, and he pulled the throttle off to abort the takeoff. During the landing attempt the airplane stalled and landed hard, collapsing the right landing gear. Examination of the airplane by airport management personnel immediately after the accident revealed that the wing had approximately 1/2-inch of wet snow covering 2/3 of the upper surface of the wing, including the vortex generators. The pilot stated that during his preflight he had only cleared some of the snow from around the vortex generators.

Pilot Information

Certificate:	Private	Age:	78, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	February 1, 2007
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	20000 hours (Total, all aircraft), 100 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N39KB
Model/Series:	M-7-235B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	23082C
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-540
Registered Owner:	Hancock Farms	Rated Power:	235 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPRC	Distance from Accident Site:	0 Nautical Miles
Observation Time:	09:12 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	4 miles
Lowest Ceiling:	Broken / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	1°C / 0°C
Precipitation and Obscuration:	Light - None - Snow		
Departure Point:	Prescott, AK (KPRC)	Type of Flight Plan Filed:	None
Destination:	Mojave Valley, AZ (KA09)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Prescott KPRC	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Wet
Runway Used:	21R	IFR Approach:	None
Runway Length/Width:	4846 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	34.657501,-112.421669

Administrative Information

Investigator In Charge (IIC):	McKenny, Van
Additional Participating Persons:	Chris Clark; Federal Aviation Administration; Scottsdale, AZ
Original Publish Date:	April 25, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=65322

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