



Aviation Investigation Final Report

Location:	Smith, Nevada	Accident Number:	SEA08CA210
Date & Time:	September 25, 2008, 11:30 Local	Registration:	N5670A
Aircraft:	Maule MX-7-2325	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he had made three touch and go landings on the dry lake. On the fourth landing he applied too much brake pressure, which resulted in a propeller strike and the airplane nosing over on its back. The airplane sustained substantial damage to the rudder, vertical stabilizer, and left wing tip.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive brake application during the landing roll, which resulted in a nose over.

Findings

Personnel issues	Incorrect action performance - Pilot
Aircraft	Brake - Incorrect use/operation

Factual Information

History of Flight

Landing-landing roll	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	59, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	November 29, 2006
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 30, 2008
Flight Time:	15800 hours (Total, all aircraft), 751 hours (Total, this make and model), 13790 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N5670A
Model/Series:	MX-7-2325	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10034C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	August 8, 2008 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	24 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1237 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540
Registered Owner:	Randy Armstrong	Rated Power:	235 Horsepower
Operator:	Randy Armstrong	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Carson City, NV (CXP)	Type of Flight Plan Filed:	None
Destination:	Smith, CA	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.932777,-119.34944

Administrative Information

Investigator In Charge (IIC):	Little, Thomas
Additional Participating Persons:	Federal Aviation Administration; Reno, NV
Original Publish Date:	November 10, 2008
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=69000

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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](#).