



Aviation Investigation Final Report

Location:	Almyra, Arkansas	Accident Number:	CEN11CA021
Date & Time:	October 15, 2010, 17:30 Local	Registration:	N125HS
Aircraft:	Maule MXT-7-180A	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that the airplane was a little fast on the approach and touched down with only a quarter of the runway remaining. He stepped on the brakes and airplane began to slide. The pilot realized that he was not going to be able to stop the airplane on the remaining runway and subsequently added full power to go around. The airplane traveled off the runway and impacted a levee, which resulted in a collapsed nosewheel and damaged propeller. The pilot reported no preaccident mechanical malfunctions or failures with the airframe or engine 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 improper touchdown point and delayed decision to execute a go-around, which resulted in a runway overrun and collision with terrain.

Findings

Personnel issues	Decision making/judgment - Pilot
Aircraft	Airspeed - Not attained/maintained

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	20
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	105 hours (Total, all aircraft), 40 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N125HS
Model/Series:	MXT-7-180A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	21093C
Landing Gear Type:		Seats:	5
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:	O-360-C4F
Registered Owner:	HENDERSON STATE UNIVERSITY	Rated Power:	180 Horsepower
Operator:	HENDERSON STATE UNIVERSITY	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:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Selfs, MS	Type of Flight Plan Filed:	VFR
Destination:	Almyra, AR (M73)	Type of Clearance:	VFR flight following
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Almyra M73	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	18	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

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:	34.412223,-91.466392(est)

Administrative Information

Investigator In Charge (IIC):	Yeager, Leah
Additional Participating Persons:	John P Gruber; Federal Aviation Administration; Little Rock, AR
Original Publish Date:	April 12, 2011
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=77617

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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](#).