



# Aviation Investigation Final Report

<b>Location:</b>	Quitman, Arkansas	<b>Accident Number:</b>	GAA16CA433
<b>Date &amp; Time:</b>	August 11, 2016, 08:30 Local	<b>Registration:</b>	N1665B
<b>Aircraft:</b>	Maule MXT7	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during touchdown the airplane bounced and then landed in a flat attitude. The pilot further reported that the nose landing gear collapsed and the airplane skidded down the runway and then nosed over, which resulted in substantial damage to both wing struts and empennage.

The pilot reported that there were no preimpact mechanical failures or malfunctions 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 failure to maintain directional control during the landing roll, which resulted in a runway excursion and a nose over. Contributing to the accident was the pilot's limited forward visibility due to sun glare.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Descent rate - Not attained/maintained
<b>Aircraft</b>	Pitch control - Not attained/maintained

## Factual Information

### History of Flight

Landing	Abnormal runway contact
Landing	Loss of control on ground (Defining event)
Landing	Landing gear collapse
Landing	Nose over/nose down

### Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer	Age:	62, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
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:	June 14, 2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 25, 2016
Flight Time:	(Estimated) 9400 hours (Total, all aircraft), 3 hours (Total, this make and model), 3750 hours (Pilot In Command, all aircraft), 320 hours (Last 90 days, all aircraft), 117 hours (Last 30 days, all aircraft)		

### Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Maule	<b>Registration:</b>	N1665B
<b>Model/Series:</b>	MXT7 180A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1997	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	21029C
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 21, 2015 100 hour	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	614 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-C4F
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KCCA, 516 ft msl	<b>Distance from Accident Site:</b>	14 Nautical Miles
<b>Observation Time:</b>	13:15 Local	<b>Direction from Accident Site:</b>	295°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.01 inches Hg	<b>Temperature/Dew Point:</b>	25°C / 24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Quitman, AR (1AR6)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Quitman, AR (1AR6)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	06:50 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	DIAMOND BLUFF 1AR6	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	1000 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2600 ft / 70 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	35.502777,-92.198059(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	Bill Kelly; FAA; Little Rock, AR
<b>Original Publish Date:</b>	December 5, 2016
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=93847">https://data.nts.gov/Docket?ProjectID=93847</a>

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