



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Chickala, Arkansas	Accident Number:	CEN23LA096
Date & Time:	January 26, 2023, 12:15 Local	Registration:	N188DL
Aircraft:	Maule MX-7-235	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the personal flight reported that the flight was destined to his privately-owned airstrip, which was covered with approximately six inches of “very wet and dense” snow. During landing rollout, the airplane’s deceleration was typical but then decelerated faster than the pilot “could imagine.” The airplane tail rose very quickly, and the airplane then nosed over coming to rest inverted. The airplane sustained substantial damage to the left and right wings, the vertical stabilizer, and the rudder. The pilot reported that there was no preaccident failures or malfunctions with the airplane that would have precluded normal operation. The pilot also reported that the accident could have been prevented by using a snow depth limit of four inches if its liquid water content is unknown, and if landing in similar conditions, to land with a little power to keep the tail down.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s decision to land on the snow-covered runway and his failure to attain/maintain aircraft control during landing rollout.

Findings

Personnel issues	Decision making/judgment - Pilot
Aircraft	Pitch control - Attain/maintain not possible
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor; Private	Age:	70,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):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 12, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 12, 2021
Flight Time:	17400 hours (Total, all aircraft), 960 hours (Total, this make and model), 24 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N188DL
Model/Series:	MX-7-235	Aircraft Category:	Airplane
Year of Manufacture:	1985	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	10026C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 31, 2022 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3329.6 Hrs	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	IO-540-W1A5D
Registered Owner:	Judah, LLC	Rated Power:	235 Horsepower
Operator:	Pilot	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RUE,409 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.31 inches Hg	Temperature/Dew Point:	3°C / -4°C
Precipitation and Obscuration:			
Departure Point:	Hot Springs, AR (HOT)	Type of Flight Plan Filed:	None
Destination:	Chickala, AR	Type of Clearance:	None
Departure Time:	11:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	John Harris Field Airport AR05	Runway Surface Type:	Grass/turf
Airport Elevation:	1770 ft msl	Runway Surface Condition:	Snow
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	35.215919,-93.3049(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Bill Kelly; Federal Aviation Administration, Little Rock FSDO ; Little Rock, AR
Original Publish Date:	March 23, 2023
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=106656

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).