



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Minidoka, Idaho	Accident Number:	WPR23LA090
Date & Time:	January 16, 2023, 10:30 Local	Registration:	N30737
Aircraft:	Maule MX-7-160	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 he observed a thin layer of snow that covered his destination runway. He performed a normal approach and landing, but after landing he impacted a snow drift on the runway. The airplane nosed over and came to rest inverted which resulted in substantial damage to the wing and tail structure.

The pilot reported no mechanical malfunctions or failures 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 control during landing on a contaminated runway.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Snow/ice - Effect on equipment

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing	Nose over/nose down

Pilot Information

Certificate:	Commercial; Private	Age:	57,Male
Airplane Rating(s):	Single-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:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	April 4, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 12, 2022
Flight Time:	832 hours (Total, all aircraft), 383 hours (Total, this make and model), 670 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N30737
Model/Series:	MX-7-160	Aircraft Category:	Airplane
Year of Manufacture:	1994	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	19019C
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 30, 2022 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-320
Registered Owner:	On file	Rated Power:	160 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBYI, 4143 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	183°
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:	29.62 inches Hg	Temperature/Dew Point:	3°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Twin Falls, ID (TWF)	Type of Flight Plan Filed:	None
Destination:	Minidoka, ID (U99)	Type of Clearance:	None
Departure Time:	09:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Laidlaw Corrals Airport U99	Runway Surface Type:	Dirt; Grass/turf
Airport Elevation:	4448 ft msl	Runway Surface Condition:	Snow
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	2250 ft / 130 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.037078, -113.7343

Administrative Information

Investigator In Charge (IIC): Basti, Paymaun

Additional Participating Persons: Dan L Frandson; FAA; Boise, ID

Original Publish Date: June 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=106597>

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](#).