



National Transportation Safety Board Aviation Accident Final Report

Location:	MADERA, CA	Accident Number:	LAX98LA099
Date & Time:	03/01/1998, 1641 PST	Registration:	N546SH
Aircraft:	Sweet-House RD MUSTANG 2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that he was on approach to runway 30. As he initiated the flare, he felt the airplane bleed off airspeed quicker than anticipated and realized that 'the aircraft was quickly starting to stall.' The pilot stated that he knew that he was too high and applied power to arrest the stall but the left wing dropped and seemed to start flying again when power was applied. The pilot then attempted to abort the landing and execute a go-around but the aircraft veered to the left off the runway. The left wingtip contacted the ground, followed by the engine and right wing. The right wing broke off at the wing splice point and the aircraft nosed over and came to rest inverted. The pilot reported that at the time of the accident he had logged only 1 hour in this type of aircraft.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain adequate airspeed during the approach, which resulted in a stall. An additional cause was the pilot's failure to maintain directional control during the attempted go around. A factor in this accident is the pilot's lack of total experience in aircraft type.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. (C) STALL/MUSH - ENCOUNTERED - PILOT IN COMMAND
4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

On March 1, 1998, at 1641 hours Pacific standard time, a Sweet-House RD Mustang 2, N546SH, collided with terrain short of the runway 30 at the Madera, California, airport while attempting to land. The aircraft sustained substantial damage and the pilot/owner, the sole occupant, was not injured. Visual meteorological conditions prevailed and no flight plan was filed. The local personal flight began at 1600 and was terminating at the time of the accident.

The pilot reported that he was on approach to runway 30. As he initiated the flare, he felt "the airplane bleed off airspeed quicker than anticipated," and realized that "the aircraft was quickly starting to stall." The pilot reported that he "knew that [he] was too high and applied power to arrest the stall [but] the left wing dropped [and] seemed to start flying again when power was applied." The pilot further reported that he then attempted to abort the landing and execute a go-around but the aircraft veered to the left off the runway. The left wingtip impacted the ground and the pilot reported that he then "had no control over the aircraft." The propeller and engine then impacted the ground and the right wing broke off at the wing splice point. The aircraft nosed over and came to rest inverted.

The pilot reported that at the time of the accident he had logged only 1 hour in this type of aircraft.

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/23/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	520 hours (Total, all aircraft), 1 hours (Total, this make and model), 450 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Sweet-House	Registration:	N546SH
Model/Series:	RD MUSTANG 2 RD MUSTANG	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	M-11-546
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	02/27/1998, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	1 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E2D
Registered Owner:	RONALD GENE HOUSE	Rated Power:	150 hp
Operator:	RONALD GENE HOUSE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4500 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	17° C
Precipitation and Obscuration:			
Departure Point:	(MAE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1600 PST	Type of Airspace:	Class E

Airport Information

Airport:	MADERA MUNICIPAL (MAE)	Runway Surface Type:	Asphalt
Airport Elevation:	253 ft	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	4544 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JEFF RICH	Report Date:	02/15/2001
Additional Participating Persons:	NORM WILKINS; FRESNO, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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