



# National Transportation Safety Board Aviation Accident Data Summary

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

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## 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

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

## Pilot Information

Certificate:	Private	Age:	44
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	RONALD GENE HOUSE	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E2D
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 290°
Temperature:	17° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(MAE)	Destination:	

## Airport Information

Airport:	MADERA MUNICIPAL (MAE)	Runway Surface Type:	Asphalt
Runway Used:	30	Runway Surface Condition:	Dry
Runway Length/Width:	4544 ft / 150 ft		

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC): JEFF RICH Adopted Date: 02/15/2001

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.