



National Transportation Safety Board Aviation Accident Final Report

Location:	WESTFIELD, MA	Accident Number:	NYC90DNE02
Date & Time:	04/01/1990, 1322 EST	Registration:	N29WH
Aircraft:	WALTER HUDSON MUSTANG 2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE AIRPLANE STARTED A TAKEOFF ROLL APPROXIMATELY 20 SECONDS AFTER A PRECEDING AIRPLANE. AS THE AIRPLANE BROKE GROUND, IT WAS OBSERVED TO ROLL 90 DEGREES TO THE RIGHT FOLLOWED BY A 180 DEGREE ROLL TO THE LEFT AND THEN ROLL WINGS LEVEL. THE PILOT SAID HE DID NOT THINK HE WOULD CLEAR THE TREES AHEAD OF THE AIRPLANE AND PULLED THE POWER OFF AND LANDED. THE AIRPLANE STRUCK TREES DURING THE GROUND ROLL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN ENCOUNTER WITH WAKE TURBULENCE FROM A PRECEDING AIRPLANE. A FACTOR RELATED TO THE ACCIDENT WAS THE PILOT'S DECISION TO TAKEOFF CLOSE BEHIND THE PRECEDING AIRPLANE.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) WAKE TURBULENCE - ENCOUNTERED - PILOT IN COMMAND
2. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ABORTED

Findings

3. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	42, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/27/1989
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	13000 hours (Total, all aircraft), 30 hours (Total, this make and model), 200 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	WALTER HUDSON	Registration:	N29WH
Model/Series:	MUSTANG 2 MUSTANG 2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	WHA-3
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	09/15/1989, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	322 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O320-DIA
Registered Owner:	GARY HOOVER	Rated Power:	160 hp
Operator:	GARY HOOVER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BAF, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	/ -18° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1322 EST	Type of Airspace:	Class E

Airport Information

Airport:	BARNES MUNICIPAL (BAF)	Runway Surface Type:	Asphalt
Airport Elevation:	271 ft	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	FRANK S RYS	Report Date:	12/30/1992
Additional Participating Persons:			
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.nts.gov/pubdms/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).