



National Transportation Safety Board Aviation Accident Final Report

Location:	CORDELE, GA	Accident Number:	ATL90DKG01
Date & Time:	11/04/1989, 1145 EST	Registration:	N9WT
Aircraft:	POND MIDGET MUSTANG	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT WAS MAKING HIS 1ST LANDING IN A HOME BUILT MIDGET MUSTANG, WHICH HE HAD RECENTLY PURCHASED. DURING TOUCHDOWN, THE ACFT BOUNCED & THE PLT ELECTED TO GO AROUND. WITNESSES RPRTD THAT THE ACFT ROLLED TO THE LEFT (TORQUE ROLLED) AS HE APPLIED FULL POWER, THEN CRASHED INVERTED BESIDE THE RWY. NO PREIMPACT MECHANICAL PROBLEM WAS FOUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER HANDLING OF THE AIRCRAFT BY THE PILOT, WHICH RESULTED IN HIS LOSS OF CONTROL. HIS LACK OF EXPERIENCE IN THIS TYPE OF AIRCRAFT WAS A RELATED FACTOR.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - ABORTED

Findings

1. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
2. GO-AROUND - INITIATED - PILOT IN COMMAND
3. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Private	Age:	19, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
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--no waivers/lim.	Last FAA Medical Exam:	08/16/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	125 hours (Total, all aircraft), 2 hours (Total, this make and model), 125 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	POND	Registration:	N9WT
Model/Series:	MIDGET MUSTANG MIDGET MUS	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	238
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	10/27/1989, Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	25 Hours	Engines:	1 Reciprocating
Airframe Total Time:	225 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	IO-320-B1A
Registered Owner:	RANDY A. SMITH	Rated Power:	150 hp
Operator:	RANDY A. SMITH	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ABY, 0 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	1148 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 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:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	10° C / 4° C
Precipitation and Obscuration:			
Departure Point:	(02J)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	CRISP COUNTY (02J)	Runway Surface Type:	Asphalt
Airport Elevation:	308 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	CALVIN ROBINSON	Report Date:	09/30/1991
Additional Participating Persons:	DUARD B GRAVELY		
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](#).