



National Transportation Safety Board Aviation Accident Data Summary

Location:	CORDELE, GA	Accident Number:	ATL90DKG01
Date & Time:	11/04/1989, 1145 EST	Registration:	N9WT
Aircraft:	POND MIDGET MUSTANG	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

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

Pilot Information

Certificate:	Private	Age:	19
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	RANDY A. SMITH	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-320-B1A
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:	ABY, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 80°
Temperature:	10° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(02J)	Destination:	

Airport Information

Airport:	CRISP COUNTY (02J)	Runway Surface Type:	Asphalt
Runway Used:	9	Runway Surface Condition:	Dry
Runway Length/Width:	5000 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	CALVIN ROBINSON	Adopted Date:	09/30/1991
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.