



National Transportation Safety Board Aviation Accident Final Report

Location:	INDIANAPOLIS, IN	Accident Number:	CHI84LA275
Date & Time:	07/01/1984, 1030 EST	Registration:	N21770
Aircraft:	NORTH AMERICAN P-51 MUSTANG X	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

A BOUNCED LANDING OCCURED DURING WHICH THE LEFT MAIN GEAR COLLAPSED FOLLOWED BY A GROUND LOOP.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - MISJUDGED - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Multi-engine Land; 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--w/ waivers/lim.	Last FAA Medical Exam:	08/26/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	15 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	NORTH AMERICAN	Registration:	N21770
Model/Series:	P-51 MUSTANG X P-51 MUSTA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	AEA-1
Landing Gear Type:	Retractable - Tailwheel	Seats:	1
Date/Type of Last Inspection:	02/20/1984, Annual	Certified Max Gross Wt.:	11600 lbs
Time Since Last Inspection:	46 Hours	Engines:	1 Reciprocating
Airframe Total Time:	15 Hours	Engine Manufacturer:	RANGER
ELT:	Not installed	Engine Model/Series:	V770
Registered Owner:	JOSEPH J. UNDERWOOD	Rated Power:	
Operator:	JOSEPH J. UNDERWOOD	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	IND, 797 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1000	Direction from Accident Site:	90°
Lowest Cloud Condition:	Unknown / 25000 ft agl	Visibility	5 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C / 16° C
Precipitation and Obscuration:			
Departure Point:	INDIANAPOLIS, IN (21N2)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class D

Airport Information

Airport:	MT. COMFORT (21N2)	Runway Surface Type:	Concrete
Airport Elevation:	860 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

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):	JAMES E SIEGMAN	Report Date:	
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](#).