



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Galt, CA | Accident Number: | WPR13CA260 |
| Date & Time: | 06/01/2013, 1100 PDT | Registration: | N331RW |
| Aircraft: | Wampach Murphy Moose | Aircraft Damage: | Substantial |
| Defining Event: | Abnormal runway contact | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

The pilot reported that he had flown into the airport previously, but never in the accident airplane. While on final approach, he noticed power lines between his position and the runway, and he "pulled back" on the pitch control to overfly the power lines. The pilot continued the approach and landing, but in the flare, the airplane "dropped and bounced." When the airplane was airborne after the bounce, he added power to initiate a go-around. However, the airplane did not climb as expected, and he was experiencing directional control problems. The pilot reduced power, and landed the airplane in a field adjacent to the runway. During the rollout in the field, the pilot noticed a ditch ahead of him, perpendicular to his direction of travel, and about 5 to 10 feet wide. He added power to attempt to fly over the ditch, but the main gear struck the far side of the ditch, which damaged the landing gear and fuselage structure. The airplane came to rest about two to three airplane lengths beyond the ditch. The airplane sustained substantial damage to the lower fuselage, right wing, and empennage, including the rudder control system. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper landing flare, which resulted in an abnormal runway contact.

Findings

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|-----------------------------|---|
| Aircraft | Descent/approach/glide path - Not attained/maintained (Cause) |
| Personnel issues | Aircraft control - Pilot (Cause) |
| Environmental issues | Rough terrain - Not specified |

Factual Information

History of Flight

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|---------------------------------|--|
| Approach-VFR pattern final | Altitude deviation |
| Landing-flare/touchdown | Abnormal runway contact (Defining event) |
| Landing-aborted after touchdown | Runway excursion |

Pilot Information

| | | | |
|---------------------------|--|-----------------------------------|----------------------------|
| Certificate: | Airline Transport; Flight Instructor | Age: | 74, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land; Single-engine Sea | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane Multi-engine; Airplane Single-engine; Instrument Airplane | Toxicology Performed: | No |
| Medical Certification: | Class 3 With Waivers/Limitations | Last Medical Exam: | 06/22/2012 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | 05/01/2012 |
| Flight Time: | 4092 hours (Total, all aircraft), 31 hours (Total, this make and model), 3597 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--------------------------|------------------------------------|-----------------|
| Aircraft Manufacturer: | Wampach | Registration: | N331RW |
| Model/Series: | Murphy Moose Aeromooses | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | Yes |
| Airworthiness Certificate: | Experimental | Serial Number: | RW-108 |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | 12/07/2012, Conditional | Certified Max Gross Wt.: | 3500 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 31 Hours | Engine Manufacturer: | Lycoming |
| ELT: | Installed, not activated | Engine Model/Series: | IO-540 |
| Registered Owner: | Richard Wampach | Rated Power: | 235 hp |
| Operator: | Richard Wampach | Air Carrier Operating Certificate: | None |

Meteorological Information and Flight Plan

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|----------------------------------|----------------------------------|------------------------------|-------------------|
| Observation Facility, Elevation: | MHR, 98 ft msl | Observation Time: | 1145 PDT |
| Distance from Accident Site: | 17 Nautical Miles | Condition of Light: | Day |
| Direction from Accident Site: | 306° | Conditions at Accident Site: | Visual Conditions |
| Lowest Cloud Condition: | Few / 18000 ft agl | Temperature/Dew Point: | 29°C / 7°C |
| Lowest Ceiling: | None | Visibility | 10 Miles |
| Wind Speed/Gusts, Direction: | Calm | Visibility (RVR): | |
| Altimeter Setting: | 29.85 inches Hg | Visibility (RVV): | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Placerville, CA (PVF) | Type of Flight Plan Filed: | None |
| Destination: | Galt, CA (2CL9) | Type of Clearance: | None |
| Departure Time: | 1000 PDT | Type of Airspace: | |

Airport Information

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|----------------------|------------------------|---------------------------|----------------------------|
| Airport: | Mustang Airport (2CL9) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 45 ft | Runway Surface Condition: | Dry |
| Runway Used: | 25 | IFR Approach: | None |
| Runway Length/Width: | 4000 ft / 40 ft | VFR Approach/Landing: | Go Around; Traffic Pattern |

Wreckage and Impact Information

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|---------------------|--------|---------------------|-------------|
| 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 | | |

Administrative Information

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|-----------------------------------|---|---------------|------------|
| Investigator In Charge (IIC): | Michael C Huhn | Adopted Date: | 07/23/2013 |
| Additional Participating Persons: | ; Federal Aviation Administration; Fresno, CA | | |
| Publish Date: | 07/23/2013 | | |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. | | |
| Investigation Docket: | http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=87087 | | |

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