



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Galt, CA	<b>Accident Number:</b>	WPR13CA260
<b>Date &amp; Time:</b>	06/01/2013, 1100 PDT	<b>Registration:</b>	N331RW
<b>Aircraft:</b>	Wampach Murphy Moose	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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.

## Flight Events

Approach-VFR pattern final - Altitude deviation  
Landing-flare/touchdown - Abnormal runway contact  
Landing-aborted after touchdown - Runway excursion

## Probable Cause

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

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Descent/approach/glide path-Not attained/maintained - C  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C  
Environmental issues-Physical environment-Terrain-Rough terrain-Not specified

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	74
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	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

<b>Aircraft Manufacturer:</b>	Wampach	<b>Registration:</b>	N331RW
<b>Model/Series:</b>	Murphy Moose Aeromooses	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Richard Wampach	<b>Engine Manufacturer:</b>	Lycoming
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	IO-540
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	MHR, 98 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	Calm
<b>Temperature:</b>	29° C / 7° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Placerville, CA (PVF)	<b>Destination:</b>	Galt, CA (2CL9)

## Airport Information

<b>Airport:</b>	Mustang Airport (2CL9)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	25	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4000 ft / 40 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

Investigator In Charge (IIC):	Michael C Huhn	Adopted Date:	07/23/2013
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=87087">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=87087</a>		

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