



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Asheville, Alabama	Accident Number:	ERA24LA027
Date & Time:	October 28, 2023, 11:50 Local	Registration:	N71CB
Aircraft:	MUSTANG II	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was attempting to land on a constrained turf runway. A witness described that the airplane approached the runway too fast, landed long, and bounced several times. The pilot subsequently aborted the landing with limited runway remaining. The witness described that the airplane “staggered into the air” at a high pitch angle with the wings rocking left and right. The pilot described that the airplane’s nose “dropped” before it impacted the ground. The pilot reported that there were no preimpact mechanical malfunctions or failures of the airplane that would have precluded normal operation. Based on this information, it is likely that the pilot exceeded the airplane’s critical angle of attack during the aborted landing and subsequent initial climb, which resulted in an aerodynamic stall and impact with terrain.

Probable Cause and Findings

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

The pilot’s failure to maintain control of the airplane during initial climb after an aborted landing, which resulted in an aerodynamic stall and impact with terrain.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Angle of attack - Not attained/maintained

Factual Information

History of Flight

Initial climb	Aerodynamic stall/spin (Defining event)
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Pilot Information

Certificate:	Commercial; Private	Age:	67,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	September 1, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 11, 2023
Flight Time:	654 hours (Total, all aircraft), 45 hours (Total, this make and model), 555 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Right
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present: No
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	MUSTANG	Registration:	N71CB
Model/Series:	II	Aircraft Category:	Airplane
Year of Manufacture:	1971	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special); Experimental light sport (Special)	Serial Number:	CB-1
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 26, 2023 Condition	Certified Max Gross Wt.:	1850 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2856 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-320-E2D
Registered Owner:	HOGUE JAMES H	Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KGAD, 569 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	11:56 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	26°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sylacuaga, AL (SCD)	Type of Flight Plan Filed:	None
Destination:	Asheville, AL	Type of Clearance:	None
Departure Time:	10:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	DUGGER'S FLD AL60	Runway Surface Type:	Grass/turf
Airport Elevation:	560 ft msl	Runway Surface Condition:	Dry;Vegetation
Runway Used:	10/28	IFR Approach:	None
Runway Length/Width:	1800 ft / 60 ft	VFR Approach/Landing:	Go around;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.83871,-86.211365

Administrative Information

Investigator In Charge (IIC):	Read, Leah
Additional Participating Persons:	Clay Perkins; FAA/FSDO; Birmingham, AL
Original Publish Date:	December 13, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=193331

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).