



Aviation Investigation Final Report

Location:	LUBBOCK, Texas	Accident Number:	FTW84LA182
Date & Time:	March 31, 1984, 14:00 Local	Registration:	N5586A
Aircraft:	Martin Company AM-1 (MAULER)	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT WAS MAKING A TAKEOFF IN THIS LARGE SINGLE ENGINE SINGLE SEAT ACFT AFTER ONLY 1 HOUR OF EXPERIENCE. THE PLT SAID THAT THE ENGINE OR PROPELLER MALFUNCTIONED. THE ACFT VEERED OFF THE SIDE OF THE RWY THROUGH A FENCE AND STRUCK 4 HORSES. AN FAA INSPECTOR COULD FIND NO EVIDENCE OF A PROP OR ENGINE MALFUNCTION. THIS 4000 HP R-4360 ENGINE CREATES A CONSIDERABLE AMOUNT OF TORQUE AT FULL THROTTLE WHICH REQUIRES PLT INPUT TO MAINTAIN DIRECTIONAL CONTROL.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF

Findings

- 5. (F) OBJECT - FENCE
- 6. (F) OBJECT - ANIMAL(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
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:	July 29, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3498 hours (Total, all aircraft), 1 hours (Total, this make and model), 3481 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Martin Company	Registration:	N5586A
Model/Series:	AM-1 (MAULER) AM-1 (MAUL	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	13920
Landing Gear Type:		Seats:	1
Date/Type of Last Inspection:	February 25, 1984 100 hour	Certified Max Gross Wt.:	38500 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	104 Hrs	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-4360
Registered Owner:	CONFEDERATE AIR FORCE INC	Rated Power:	4000 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	TOWN AND COUNTRY F82	Runway Surface Type:	Asphalt
Airport Elevation:	3200 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	2600 ft / 40 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.529476,-101.790267(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, J
Additional Participating Persons:	LEE BOEDEKER; LUBBOCK , TX
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=21295

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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](#).