



Aviation Investigation Final Report

Location:	ABILENE, Texas	Accident Number:	FTW86LA081
Date & Time:	May 6, 1986, 16:35 Local	Registration:	N9538V
Aircraft:	MOONEY M-10	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

WHILE ON FINAL APPROACH FOR RUNWAY 17 AT ELMDALE AIRPARK, ABILENE, TX, THE STUDENT PILOT LOST CONTROL OF THE AIRCRAFT WHEN HE FLARED THE AIRCRAFT AND IT BEGAN TO DESCEND. THE STUDENT ATTEMPTED TO PULL BACK ON THE WHEEL, CAUSING THE AIRCRAFT TO ENTER A STALL AT APPROXIMATELY FOUR OR FIVE FEET ABOVE THE GROUND. IT WASN'T UNTIL THIS POINT THAT THE INSTRUCTOR TOOK THE CONTROLS. WITHOUT SUFFICIENT AIRSPEED AND ALTITUDE, THE AIRCRAFT COLLIDED WITH THE GROUND, SHORT OF RUNWAY 17.

Probable Cause and Findings

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

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) IN-FLIGHT PLANNING/DECISION - POOR - DUAL STUDENT
2. (F) AIRSPEED - NOT MAINTAINED - DUAL STUDENT
3. (F) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND(CFI)
4. (C) DESCENT - NOT CORRECTED - PILOT IN COMMAND(CFI)
5. (F) JUDGMENT - POOR - PILOT IN COMMAND(CFI)

Occurrence #2: HARD LANDING
Phase of Operation: LANDING

Findings

6. (C) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	55, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 30, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	11500 hours (Total, all aircraft), 15 hours (Total, this make and model), 8500 hours (Pilot In Command, all aircraft), 129 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N9538V
Model/Series:	M-10 M-10	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	700028
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	July 12, 1985 100 hour	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:	41 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1406 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C90-16F
Registered Owner:		Rated Power:	90 Horsepower
Operator:	ELMDALE AIRPARK INC.	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:	ABI ,1789 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	11:55 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	36°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	ELMDALE AIRPARK 6F4	Runway Surface Type:	Asphalt
Airport Elevation:	1775 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3000 ft / 30 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Strand, S

Additional Participating Persons: ROBERT WARTH; LUBBOCK , TX

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=22021>

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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](#).