



Aviation Investigation Final Report

Location:	MARIETTA, Georgia	Accident Number:	ATL94LA072
Date & Time:	March 30, 1994, 17:20 Local	Registration:	N130MJ
Aircraft:	FOOTE M1 MUSTANG	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT HAD PURCHASED THE EXPERIMENTAL AIRCRAFT THE MORNING OF THE FLIGHT, AND WAS MAKING HIS FIRST FLIGHT IN THE AIRCRAFT. HE STATED THAT ON DOWNWIND DURING HIS SECOND LANDING, AS HE RELEASED THE THROTTLE TO LOWER THE FLAPS, THE THROTTLE MOVED FORWARD AND INCREASED THE ENGINE RPM. HE STATED THAT AFTER TOUCHDOWN, AS HE AGAIN RELEASED THE THROTTLE TO RAISE THE FLAPS, THE THROTTLE AGAIN MOVED FORWARD AND CAUSED HIM TO LOOSE CONTROL OF THE AIRCRAFT. HE SAID THAT DURING HIS ATTEMPT TO APPLY BRAKES, THE RUDDER PEDAL ASSEMBLY COLLAPSED, AND HE WAS UNABLE TO STOP THE AIRCRAFT PRIOR TO RUNNING OFF THE END OF THE RUNWAY INTO A RAVINE. WITNESSES STATED THAT ON THE SECOND LANDING ATTEMPT, THE AIRCRAFT DID NOT TOUCH DOWN UNTIL ABOUT HALF WAY DOWN THE RUNWAY. THE WITNESSES STATED THAT IT APPEARED THE AIRCRAFT SPEED WAS FASTER THAN NORMAL DURING THE LANDING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain control of the aircraft. Factors in the accident were the lack of familiarization with the aircraft by the pilot, and throttle cable rigging in the experimental aircraft.

Findings

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

Phase of Operation: LANDING - ROLL

Findings

1. (F) THROTTLE/POWER LEVER,CABLE - OTHER
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Factual Information

On March 30, 1994, about 1720 eastern standard time, a Foote M-1 Mustang, N130MJ, was substantially damaged following a collision with terrain near Marietta, Georgia. The commercial pilot received serious injuries in the accident. The aircraft was being operated under 14 CFR Part 91 by the pilot. Visual meteorological conditions existed at the time, and no flight plan had been filed for the local, personal flight.

According to witnesses, the aircraft touched down well past mid-field of the runway. It appeared that the aircraft was travelling faster than normal at the time of the touchdown. The aircraft swerved several times on the runway and then ran off the end of the runway and down a 50 foot embankment.

The pilot stated that he was flying the aircraft for the first time after having purchased the aircraft that morning. He had completed one successful touch and go landing and was attempting his second landing when the accident occurred. He stated that while on downwind for his second landing attempt, as he released the throttle to extend the flaps, the throttle moved forward and resulted in a gain of engine revolutions per minute (RPM). He continued the approach and landing. He stated that the landing was smooth, and that as he released the throttle to raise the flaps, the engine RPM advanced again. This caused a yaw in the aircraft to the left, and he could not retard the engine. He stated that during his attempt to apply brakes, the aircraft rudder pedals collapsed.

Inspection of the aircraft did not reveal any improper installation of the rudder pedals or throttle cable assembly. The forward firewall was bent, causing the throttle cable to be jammed in such a manner as to not be able to retard the throttle past the mid point.

The aircraft wreckage was released to Daniel L. Kendall of D.L.K. Aviation on April 1, 1994.

Pilot Information

Certificate:	Commercial	Age:	54, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 23, 1993
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	4045 hours (Total, all aircraft), 1 hours (Total, this make and model), 3791 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	FOOTE	Registration:	N130MJ
Model/Series:	M1 MUSTANG M1 MUSTANG	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	962
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	August 7, 1993 Annual	Certified Max Gross Wt.:	902 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	408 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-320-A2B
Registered Owner:	KULP, ROBERT E.	Rated Power:	150 Horsepower
Operator:	CASH, JIMMY L.	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:	MGE ,1068 ft msl	Distance from Accident Site:	120 Nautical Miles
Observation Time:	16:55 Local	Direction from Accident Site:	8°
Lowest Cloud Condition:	25000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	MCCOLLUM FIELD 8A4	Runway Surface Type:	Asphalt
Airport Elevation:	1030 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	5105 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	34.029399,-84.509025(est)

Administrative Information

Investigator In Charge (IIC):	Sasser, Roff
Additional Participating Persons:	DAVE HARPER; ATLANTA , GA
Original Publish Date:	December 19, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=3364

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](#).