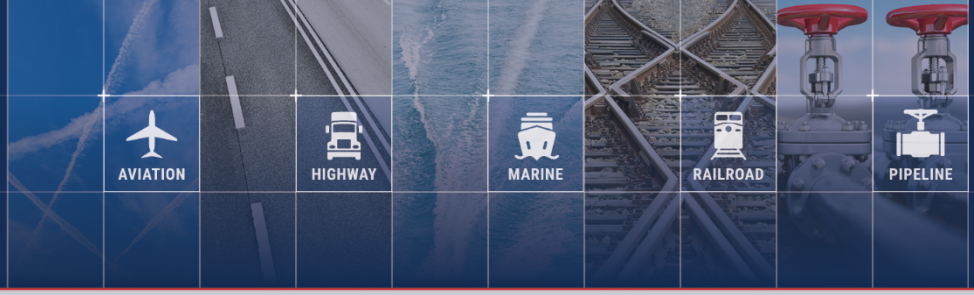

Aviation Investigation Final Report

Location:	El Cajon, California	**Accident Number:**	LAX01LA218
Date & Time:	June 24, 2001, 07:05 Local	**Registration:**	N711MH
Aircraft:	Stolp Starduster SA-300	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was becoming familiar with the experimental airplane because he intended to purchase it from the pilot-rated passenger. During a touch-and-go landing, the pilot applied too much rudder, and he lost directional control. When the airplane veered off the runway the lower left wing contacted the ground and broke.

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 directional control during landing rollout.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings
1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On June 24, 2001, about 0705 hours Pacific daylight time, an experimental Stolp Starduster SA-300, N711MH, operated by the pilot, veered off runway 27R and ground looped during landing rollout at the Gillespie Field, El Cajon, California. The airplane was substantially damaged. Neither the private pilot nor the pilot-rated passenger was injured. Visual meteorological conditions prevailed, and no flight plan was filed. The personal flight was performed under 14 CFR Part 91, and it originated from the field about 0650.

The pilot reported to the National Transportation Safety Board investigator that during the flight he was becoming familiar with the airplane because he intended to purchase it from the pilot-rated passenger/owner. The pilot indicated that he applied too much rudder during his final landing. After the airplane veered off the runway, the lower left wing contacted the ground and broke.

A subsequent inspection by a local airplane mechanic revealed the outboard portion of the lower left wing's aft spar was cracked, and the left main landing gear was broken. The mechanic stated that it appeared the gear had been subjected to an excessive side load. No evidence of corrosion or metal fatigue was noted in the area of the broken axle.

Pilot Information

Certificate:	Private	**Age:**	58,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Rear
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	August 27, 1999
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	June 20, 2000
Flight Time:	520 hours (Total, all aircraft), 450 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stolp Starduster	**Registration:**	N711MH
Model/Series:	SA-300	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	Yes
Airworthiness Certificate:	Experimental (Special)	**Serial Number:**	251
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	January 17, 2001 Annual	**Certified Max Gross Wt.:**	
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Lycoming
ELT:	Installed, not activated	**Engine Model/Series:**	O-320-B2B
Registered Owner:	Armin H. Holle	**Rated Power:**	160 Horsepower
Operator:	Larry J. King	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	SEE,387 ft msl	**Distance from Accident Site:**	0 Nautical Miles
Observation Time:	06:47 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Scattered / 10000 ft AGL	**Visibility**	20 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	7 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	270°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	El Cajon, CA (SEE)	**Type of Flight Plan Filed:**	None
Destination:	El Cajon, CA (SEE)	**Type of Clearance:**	VFR
Departure Time:	06:50 Local	**Type of Airspace:**	Class D

Airport Information

Airport:	Gillespie Field SEE	**Runway Surface Type:**	Asphalt
Airport Elevation:	387 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	27R	**IFR Approach:**	None
Runway Length/Width:	5341 ft / 100 ft	**VFR Approach/Landing:**	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	32.82611,-116.972503

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	Tyrone Park; FAA Flight Standards District Office; San Diego, CA
Original Publish Date:	October 24, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53350