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ATP Single and Multi
CFI ASEL, AMEL, Instruments
ASES
A&P IA
TT: 28,000+
AS CFI: 10,000+
Current and fly often. Instruct in tailwheel aircraft regularly

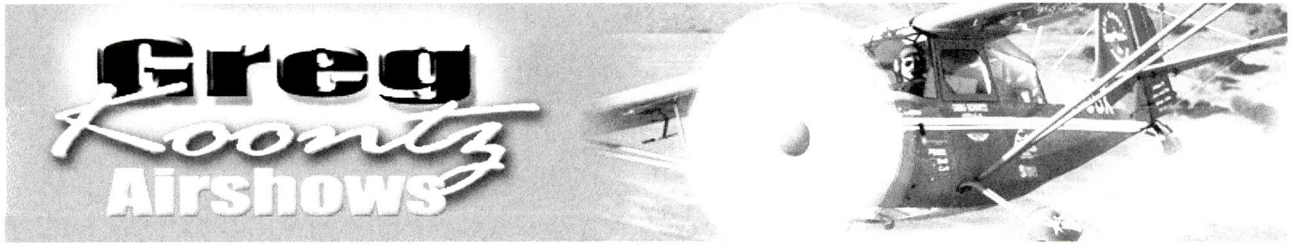
NTICB ACCIDENT
ERA 24 LA 027

Statement: Eye witness to the accident involving an Experimental aircraft known to me as a Midget Mustang II
Date: October 28, 2023
Location: Dugger Field (AL60)

I was involved with inbound traffic and directing aircraft to parking during my annual fly-in BBQ at my house located on Dugger Field.
I was sitting in a golf cart right on the runway observing the involved aircraft land. The pilot overshot the approach, landing long and fast and appeared to try to make the plane go ahead and land by attempting to make a wheel landing. He hit the ground too hard and bounced. The pilot failed to maintain back pressure letting the aircraft pitch down from the top of the bounce which resulted in contacting the ground on the main gear only (tailwheel off the ground) which created another bounce. This continued, as best as I can recall, about seven times.

At the last bounce the pilot added power to attempt a go-around. This was done with very little runway left for acceleration. The pilot "pulled" the aircraft off the ground too slow and staggered into the air. Shortly after, the left wing dropped and the plane headed for us so we began to run. The right wing then dropped a little and the airplane, being flown with too much pitch, struggled to gain momentum or much altitude. The plane continued to rock left and right which looked to me like it was stalling and the pilot was struggling to keep the wings level but wasn't relaxing the pitch to stop the stalling.

Finally, the right wing dropped hard and the plane seemed destined to spin. At this time I lost sight of the aircraft as it pitched down and swooped right. I



soon after saw the dust rise as the plane impacted the ground. My fear was it had continued the pitch down and had gone straight into the ground but I was relieved, as I moved more forward in my golf cart, where I could see the plane coming to a stop after apparently sliding a very short ways. I then stopped and called 911.