



National Transportation Safety Board Aviation Accident Data Summary

Location:	BARTLESVILLE, OK	Accident Number:	FTW95FA001
Date & Time:	10/01/1994, 0942 CDT	Registration:	N379SF
Aircraft:	MCMURTRIE JURCA MJ-10	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

THE PILOT TOOK OFF AND REMAINED IN THE TRAFFIC PATTERN. WITNESSES SAID HE HAD DIFFICULTY LOWERING THE LANDING GEAR AND BY THE TIME IT WAS FULLY EXTENDED, THE AIRPLANE HAD TURNED FINAL AND WAS HALFWAY DOWN THE RUNWAY. WITNESSES SAID POWER WAS INCREASED, THE NOSE PITCHED UP, THE LEFT WING DROPPED, AND THE AIRPLANE DOVE OR SPUN TO THE GROUND. THE PILOT'S BROTHER SAID THAT ON A PREVIOUS TEST FLIGHT, THE PILOT HAD MADE A FORCED LANDING WHEN THE PROPELLER FEATHERED, AND IT APPEARED TO HIM THE SAME THING HAPPENED ON THIS FLIGHT. THE PROPELLER DISASSEMBLY REPORT INDICATED THE BLADE ANGLE WAS '40 DEGREES TO 45 DEGREES. . . CONSIDERED HIGH FOR A SLOW SPEED IMPACT.' THIS WOULD BE POSSIBLE IF 'THE CONFIGURATION'S OUTPUT CONTROL PRESSURE WAS NOT CAPABLE OF MAINTAINING BLADE ANGLE, AND THAT THE PROPELLER WAS SLIPPING TO COARSE PITCH.' NO OIL LEAKS NOR PROPELLER GOVERNOR ANOMALIES WERE FOUND.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN INADVERTENT PILOT-INDUCED STALL AT TOO LOW AN ALTITUDE TO EFFECT A SAFE RECOVERY. FACTORS WERE THE MALFUNCTIONING PROPELLER SYSTEM AND THE UNCOMMANDED FEATHERING OF THE PROPELLER.

Findings

Occurrence #1: PROPELLER FAILURE/MALFUNCTION
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) PROPELLER SYSTEM/ACCESSORIES, FEATHERING SYSTEM - MALFUNCTION
2. (F) PROPELLER FEATHERING - UNCONTROLLED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. (C) DIVERTED ATTENTION - PILOT IN COMMAND

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	52
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	5646 hours (Total, all aircraft), 128 hours (Total, this make and model), 5486 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MCMURTRIE	Registration:	N379SF
Model/Series:	JURCA MJ-10 JURCA MJ-1	Engines:	1 Reciprocating
Operator:	MCMURTRIE, DONALD E.	Engine Manufacturer:	JAGUAR
Operating Certificate(s) Held:	None	Engine Model/Series:	V-326
Flight Conducted Under:	Part 91: General Aviation -		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BVO, 716 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 190°
Temperature:	20° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	(BVO)	Destination:	, OK (BVO)

Airport Information

Airport:	BARTLESVILLE MUNICIPAL (BVO)	Runway Surface Type:	Asphalt
Runway Used:	17	Runway Surface Condition:	Dry
Runway Length/Width:	6200 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): ARNOLD W SCOTT, Adopted Date: 06/29/1995

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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