



National Transportation Safety Board Aviation Accident Final Report

Location:	TULSA, OK	Accident Number:	FTW00LA197
Date & Time:	07/01/2000, 0845 CDT	Registration:	N6402G
Aircraft:	Bushby MIDGET MUSTANG	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During a high speed, low pass over the runway, the pilot heard a loud 'bang' and felt the airplane vibrate. He declared an emergency, and executed a precautionary landing to a grass field near the south end of the airport. During the landing, the left wing contacted a fence, and the airplane spun around 180 degrees collapsing the right main landing gear. Examination of the airplane revealed the propeller spinner separated in flight.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The in-flight separation of the propeller spinner. A factor was the lack of suitable terrain for the precautionary landing.

Findings

Occurrence #1: PROPELLER FAILURE/MALFUNCTION
Phase of Operation: MANEUVERING

Findings

1. (C) PROPELLER SYSTEM/ACCESSORIES, SPINNER - SEPARATION

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE
3. OBJECT - FENCE

Factual Information

On July 1, 2000, at 0845 central daylight time, a Bushby Midget Mustang amateur-built experimental airplane, N6402G, was substantially damaged when it impacted a fence during a precautionary landing at the Richard Lloyd Jones Jr. Airport near Tulsa, Oklahoma. The aircraft was registered to and operated by the pilot. The private pilot, who was the sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight departed the Richard Lloyd Jones Jr. Airport at an unknown time.

According to the NTSB Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), the pilot was approved by air traffic control for a high speed, low pass over runway 19L. As the airplane neared the end of the runway, the pilot heard a loud "bang" and felt the airplane vibrate. He declared an emergency, and executed a precautionary landing to a grass field near the south end of the airport. During the landing, the left wing contacted a fence, and the airplane spun around 180 degrees collapsing the right main landing gear. The pilot stated that "inspection showed spinner broke and hit prop - not engine failure."

According to the FAA inspector, who examined the airplane in a hanger, the propeller spinner separated in flight. Examination of the aircraft revealed that the fuselage was twisted, and the left wing tip fuel tank and left wing tip were separated from the left wing.

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/20/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	575 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bushby	Registration:	N6402G
Model/Series:	MIDGET MUSTANG MIDGET MUS	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	001
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	10 Hours	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	O-200
Registered Owner:	EARL D. PITTINGER JR.	Rated Power:	100 hp
Operator:	EARL D. PITTINGER JR.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 1400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:	(RVS)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class D

Airport Information

Airport:	RICHARD LLOYD JONES JR. (RVS)	Runway Surface Type:	Asphalt
Airport Elevation:	638 ft	Runway Surface Condition:	Dry
Runway Used:	19L	IFR Approach:	None
Runway Length/Width:	4207 ft / 100 ft	VFR Approach/Landing:	Precautionary Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	NICOLE L CHARNON	Report Date:	07/17/2001
Additional Participating Persons:	MICHAEL A KOUT; OKLAHOMA CITY, OK		
Publish Date:			
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.ntsbt.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).