



# National Transportation Safety Board Aviation Accident Final Report

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|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Brush, CO                            | <b>Accident Number:</b> | CEN12CA005  |
| <b>Date &amp; Time:</b>        | 10/02/2011, 1415 MDT                 | <b>Registration:</b>    | N287BM      |
| <b>Aircraft:</b>               | CAMPBELL JOHN MUSTANG II             | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | Loss of control on ground            | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Personal |                         |             |

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## Analysis

The pilot reported that he had landed and was taxiing about 25 mph when the airplane began to veer to the left. The pilot's efforts to correct the veer were unsuccessful, and the airplane exited the left side of the runway. The left main gear struck an obstruction and was partially separated from the fuselage. The airplane nosed over and came to rest inverted. The airplane's fuselage and left wing were substantially damaged during the accident.

## 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 taxi, which resulted in a runway excursion.

## Findings

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|                         |   |
|-------------------------|---|
| <b>Aircraft</b>         | Directional control - Not attained/maintained (Cause) |
| <b>Personnel issues</b> | Lack of action - Pilot (Cause)                        |

## Factual Information

### History of Flight

|             |  |
|-------------|--|
| Taxi        | Loss of control on ground (Defining event)<br>Collision with terr/obj (non-CFIT) |
| Post-impact | Cabin safety event   |

### Pilot Information

|                           |  |                                   |                            |
|---------------------------|--|-----------------------------------|----------------------------|
| Certificate:              | Private  | Age:                              | 51, Male                   |
| Airplane Rating(s):       | Single-engine Land   | Seat Occupied:                    | Left                       |
| Other Aircraft Rating(s): | None   | Restraint Used:                   | Seatbelt, Shoulder harness |
| Instrument Rating(s):     | None   | Second Pilot Present:             | No                         |
| Instructor Rating(s):     | None   | Toxicology Performed:             | No                         |
| Medical Certification:    | None   | Last Medical Exam:                | 07/07/2007                 |
| Occupational Pilot:       | No   | Last Flight Review or Equivalent: | 08/15/2007                 |
| Flight Time:              | (Estimated) 800 hours (Total, all aircraft), 500 hours (Total, this make and model), 800 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft) |                                   |                            |

### Aircraft and Owner/Operator Information

|                               |                               |                                    |                 |
|-------------------------------|-------------------------------|------------------------------------|-----------------|
| Aircraft Manufacturer:        | CAMPBELL JOHN                 | Registration:                      | N287BM          |
| Model/Series:                 | MUSTANG II                    | Aircraft Category:                 | Airplane        |
| Year of Manufacture:          |                               | Amateur Built:                     | Yes             |
| Airworthiness Certificate:    | Experimental                  | Serial Number:                     | 287             |
| Landing Gear Type:            | Tailwheel                     | Seats:                             | 2               |
| Date/Type of Last Inspection: | 07/25/2011, Conditional       | Certified Max Gross Wt.:           | 1600 lbs        |
| Time Since Last Inspection:   | 16 Hours                      | Engines:                           | 1 Reciprocating |
| Airframe Total Time:          | 502 Hours                     | Engine Manufacturer:               | LYCOMING        |
| ELT:                          | C91A installed, not activated | Engine Model/Series:               | O-320 SERIES    |
| Registered Owner:             | On file                       | Rated Power:                       | 150 hp          |
| Operator:                     | On file                       | Air Carrier Operating Certificate: | None            |

## Meteorological Information and Flight Plan

|                                  |                                  |                              |                   |
|----------------------------------|----------------------------------|------------------------------|-------------------|
| Observation Facility, Elevation: | KAKO, 4716 ft msl                | Observation Time:            | 1353 MDT          |
| Distance from Accident Site:     | 17 Nautical Miles                | Condition of Light:          | Day               |
| Direction from Accident Site:    | 97°                              | Conditions at Accident Site: | Visual Conditions |
| Lowest Cloud Condition:          | Clear                            | Temperature/Dew Point:       | 29° C / -1° C     |
| Lowest Ceiling:                  | None                             | Visibility                   | 10 Miles          |
| Wind Speed/Gusts, Direction:     | 7 knots, 130°                    | Visibility (RVR):            |                   |
| Altimeter Setting:               | 30.1 inches Hg                   | Visibility (RVV):            |                   |
| Precipitation and Obscuration:   | No Obscuration; No Precipitation |                              |                   |
| Departure Point:                 | Erie, CO (EIK)                   | Type of Flight Plan Filed:   | None              |
| Destination:                     | Brush, CO (7V5)                  | Type of Clearance:           | None              |
| Departure Time:                  | 1330 MDT                         | Type of Airspace:            |                   |

## Airport Information

|                      |                               |                           |           |
|----------------------|-------------------------------|---------------------------|-----------|
| Airport:             | Brush Municipal Airport (7V5) | Runway Surface Type:      | Asphalt   |
| Airport Elevation:   | 4280 ft                       | Runway Surface Condition: | Dry       |
| Runway Used:         | 25                            | IFR Approach:             | None      |
| Runway Length/Width: | 4300 ft / 60 ft               | VFR Approach/Landing:     | Full Stop |

## 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 |                     |             |

## Administrative Information

|                                   |   |               |            |
|-----------------------------------|---|---------------|------------|
| Investigator In Charge (IIC):     | Thomas Latson   | Adopted Date: | 02/06/2012 |
| Additional Participating Persons: | Wesley Dollahite; FAA Denver FSDO; Denver, CO   |               |            |
| Publish Date:                     | 02/06/2012  |               |            |
| Note:                             | This accident report documents the factual circumstances of this accident as described to the NTSB.                             |               |            |
| Investigation Docket:             | <a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81988">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81988</a> |               |            |

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