



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	Roundup, MT	<b>Accident Number:</b>	WPR14CA157
<b>Date &amp; Time:</b>	04/02/2014, 1700 MDT	<b>Registration:</b>	N3552J
<b>Aircraft:</b>	ROBERT A MILLER MURPHY REBEL ELITE	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot-owner was practicing takeoffs and landings in his amateur built experimental airplane. Earlier in the day, he had accomplished several successful landings, and then took a short break. After the break, he flew the airplane again, remained in the airport traffic pattern, and completed an uneventful takeoff and full stop landing. He took off again, made a circuit of the traffic pattern, and set up for a second landing. The pilot described the approach as "perfect," and noted that he was "over the threshold with just the right altitude and airspeed." The touchdown was normal, but during the latter portion of the landing rollout the airplane began to veer to the left. The pilot applied right rudder; the airplane turned right, and exited the right side of the paved runway. About 15 feet off the runway, the left landing gear entered a depression associated with a drainage culvert. The left landing gear was displaced aft and up, and the left wing and nose of the airplane struck the ground. The airplane sustained substantial damage to the fuselage and left wing. The pilot did not cite any mechanical problems with the airplane. In his written report on the accident, the pilot noted that pilots must be "really quick" on the rudder and "can't relax until the airplane is back in the hangar" when flying a taildragger.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of directional control while landing.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Airport structure - Contributed to outcome

## Factual Information

### History of Flight

Landing-landing roll	Loss of control on ground (Defining event) Runway excursion Collision with terr/obj (non-CFIT)
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### Pilot Information

Certificate:	Commercial; Private; Recreational	Age:	83
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	04/29/2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	05/05/2012
Flight Time:	534 hours (Total, all aircraft), 20 hours (Total, this make and model), 534 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	ROBERT A MILLER	Registration:	N3552J
Model/Series:	MURPHY REBEL ELITE NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	653E
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	11/15/2013, Conditional	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	20 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	MILLER ROBERT A	Rated Power:	150 hp
Operator:	MILLER ROBERT A	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Unknown	Temperature/Dew Point:	
Lowest Ceiling:	Broken	Visibility	
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Roundup, MT (KRPX)	Type of Flight Plan Filed:	None
Destination:	Roundup, MT (KRPX)	Type of Clearance:	None
Departure Time:	MDT	Type of Airspace:	

## Airport Information

Airport:	Roundup Airport (KRPX)	Runway Surface Type:	Asphalt
Airport Elevation:	3490 ft	Runway Surface Condition:	Dry
Runway Used:	07	IFR Approach:	None
Runway Length/Width:	5100 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

## 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		

## Administrative Information

Investigator In Charge (IIC):	Michael C Huhn	Adopted Date:	09/02/2014
Additional Participating Persons:	Bryan Hanson; FAA; Helena, MT		
Publish Date:	07/14/2015		
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=89007">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89007</a>		

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