



National Transportation Safety Board Aviation Accident Data Summary

Location:	Roundup, MT	Accident Number:	WPR14CA157
Date & Time:	04/02/2014, 1700 MDT	Registration:	N3552J
Aircraft:	ROBERT A MILLER MURPHY REBEL ELITE	Injuries:	1 None
Flight Conducted Under:	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.

Flight Events

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

Probable Cause

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

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Environmental issues-Physical environment-Object/animal/substance-Airport structure-Contributed to outcome

Pilot Information

Certificate:	Commercial; Private; Recreational	Age:	83
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	MILLER ROBERT A	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-320-A2B
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Broken
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Calm
Temperature:		Visibility:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Roundup, MT (KRPX)	Destination:	Roundup, MT (KRPX)

Airport Information

Airport:	Roundup Airport (KRPX)	Runway Surface Type:	Asphalt
Runway Used:	07	Runway Surface Condition:	Dry
Runway Length/Width:	5100 ft / 75 ft		

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

Administrative Information

Investigator In Charge (IIC):	Michael C Huhn	Adopted Date:	09/02/2014
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89007		

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agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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