



Aviation Investigation Final Report

Location:	WAYCROSS, Georgia	Accident Number:	MIA00LA210
Date & Time:	July 9, 2000, 11:33 Local	Registration:	N114JB
Aircraft:	James Browning MIDGET MUSTANG-I	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A witness, a licensed aviation mechanic who observed the aircraft during the takeoff, stated that about 300 feet above ground level, the aircraft pitched nose up and entered an abrupt roll, followed by a 60- to 70-degree bank. The witness also said that the aircraft had lost altitude and airspeed during the maneuver, and it impacted the ground, and was destroyed. He stated that the airplane did not appear to malfunction, but it looked as if the pilot either pitched the nose up and stalled the airplane, or attempted a snap roll maneuver at a low altitude, and did not recover prior to impacting the ground. The witness later represented the FAA, and examined the accident airplane, and found that there was continuity to all flight control surfaces. The pilot stated that during initial climb, his headset wire was restricting his head movement, and while adjusting the headset, he accidentally knocked his spectacles off, and lost control of the aircraft.

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 control during initial climb that resulted in the aircraft colliding with the ground and incurring damage. A factor in the accident was the pilot's diverted attention, when he inadvertently knocked the spectacles off his face while adjusting his headset.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On July 9, 2000, about 1133 eastern daylight time, a Browning Midget Mustang-I, N114JB, registered to and operated by a private owner as a Title 14 CFR Part 91 personal flight crashed during takeoff from Waycross-Ware County Airport, Waycross, Georgia. Visual meteorological conditions prevailed, and no flight plan was filed. The airplane was destroyed, and the pilot, the sole occupant received minor injuries. The flight was originating at the time of the accident.

A witness who is also a licensed aviation mechanic, stated that he observed the aircraft during the takeoff, and saw it rotate 250 to 300 feet after the ground roll. According to the witness, the aircraft then continued to climb to an altitude of about 300 to 350 feet above ground level, pitch nose up to about a 45-degree attitude, and entered an abrupt roll, followed by a 60- to 70-degree bank. The witness further stated that the aircraft had lost altitude and airspeed during the maneuver, and it impacted the ground, first with the left wing, then with the propeller. The aircraft then flipped over on its back, and slid 245 feet from the initial impact point, prior to coming to rest. The witness said that the airplane did not appear to malfunction, but it looked as if the pilot either pitched the nose up, stalling the airplane, or he attempted a snap roll maneuver at a low altitude, and did not recover prior to impacting the ground. The same witness later represented the FAA, and examined the airplane, and verified that there was continuity to all the aircraft's flight controls.

The pilot stated that after takeoff, and during the initial climb, he noted that his headset wire was under the shoulder harness and restricting his head movement, and while trying to pull the headset up to give himself more free wire, he accidentally knocked his spectacles off, and lost control of the aircraft while attempting to restore them.

Pilot Information

Certificate:	Commercial	Age:	62, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 21, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3321 hours (Total, all aircraft), 217 hours (Total, this make and model), 3321 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	James Browning	Registration:	N114JB
Model/Series:	MIDGET MUSTANG-I MIDGET MUS	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	JB4
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	June 30, 2000 100 hour	Certified Max Gross Wt.:	1022 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	250 Hrs	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320 A2D
Registered Owner:	JACK WADE IVEY	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AMG ,197 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	11:50 Local	Direction from Accident Site:	345°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	ALBANY , GA (ABY)	Type of Clearance:	None
Departure Time:	11:30 Local	Type of Airspace:	

Airport Information

Airport:	WAYCROSS AYS	Runway Surface Type:	Concrete
Airport Elevation:	142 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	6000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	31.210374,-82.350631(est)

Administrative Information

Investigator In Charge (IIC):	Lovell, John
Additional Participating Persons:	HURLEY A PERRY; ATLANTA , GA
Original Publish Date:	March 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49637

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).