

APRIL 6, 2021 WORCHESTER MA KORTH RUNWAY 33

~ 1900Z EXPERIMENTAL MUSTANG II N61EF

I WAS GIVING TONY LINN TRANSITION TRAINING,
CONDUCTED TAXI RUN THE LENGTH OF RWY 33 TO PRACTICE
ACCELERATION / DECELERATION & RUDDER SENSITIVITY.
DONE VERY WELL.

FOR OUR INITIAL TAKEOFF WE BRIEFED: RAISE TAIL
6" - 12" AND LET THE AIRPLANE FLY OFF.

TONY HELD LEFT AILERON INTO THE SLIGHT LEFT
X-WIND AS HE BEGAN THE TAKE-OFF ROLL. HE MAINTAINED
THE CENTERLINE WELL. HE SET THE PLANNED TAKE-OFF
ATTITUDE AND LET THE PLANE LIFT OFF. AT ~ 4' TO
OFF THE GROUND TONY APPLIED LEFT AILERON TO
STOP THE PLANE FROM ROLLING RIGHT SLOWLY.

TONY PUT BOTH HANDS ON THE STICK PUSHING LEFT
AND EXCLAIMED TO ME "IT'S ROLLING RIGHT AND
I CAN'T STOP IT." I GRABBED MY STICK AND TRIED
TO PUSH FULL LEFT AILERON. THE CONTROL STICK
WOULD NOT MOVE LEFT. THE AIRPLANE CONTINUED
ROLLING RIGHT TO ~ 30° RIGHT BANK. GROUND
IMPACT WAS IMMINENT. I REACHED AND PULLED
THE THROTTLE TO IDLE AS WE STRUCK THE GROUND.
THE RIGHT MAIN GEAR COLLAPSED, THE PROP
STRUCK THE GROUND, LEFT GEAR COLLAPSED,
PLANE THE SMOOTHLY SLID TO A STOP UPRIGHT
AND FLAT ON THE GROUND (TAXIWAY B)

I PULLED THE FUEL SHUTOFF VALVE CLOSED AND SAID
"LET GET OUT", WE OPENED THE CANOPY, UNBUCKLED
AND EXITED UNHARMED. I WALK AROUND THE
PLANE AND SAW THERE WAS NO FUEL LEAK OR FIRE.

SUBSEQUENT INSPECTION HELD IN TONY LINN'S HANGAR AND ATTENDED BY:

TONY LINN - OWNER

GUY JUNTUNEN - CFI

RYAN STARKEY - FAA INSPECTOR

BILL MIDWOOD - FAA MX INSPECTOR

DAVID G. O'DONNELL - BRADLEY FSDO
FAA INSPECTOR

REVEALED:

GUY'S INTERPRETATION { THE LEFT AILERON PUSH ROD FROM OUTBOARD BELLCRANK TO AILERON WAS (PREVIOUS TO ACCIDENT) BENT ENCRDACHING ON THE REAR SPAR OPENING. THIS SCRAPPING CAUSED A RIVET ON THE TUBE TO CATCH OR STOP AT THE REAR SPAR. CAUSING THE JAMMED CONTROL. (UNABLE TO PUSH LEFT) THIS WAS RECREATED IN THE HANGER. ONCE THIS PUSH ROD WAS REMOVED THE CONTROLS MOVED SMOOTHLY.

REFER TO THE PICTURES AND REPORT FROM THE FAA IN NTSB REPORT # ERA 21 LA 177

GUY JUNTUNEN

APRIL 8, 2021