



Aviation Investigation Final Report

Location:	LEWISVILLE, Arkansas	Accident Number:	FTW91LA113
Date & Time:	June 29, 1991, 12:45 Local	Registration:	N731KV
Aircraft:	CESSNA A188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE AIRPLANE VEERED LEFT DURING THE LANDING ROLL, AND THE PILOT ATTEMPTED TO CORRECT BY USING RIGHT RUDDER AND BRAKE. HIS EFFORTS WERE UNSUCCESSFUL AND THE AIRPLAANE GROUND LOOPED. INVESTIGATION REVEALED A CRACK AND SEPARATION IN THE RIGHT BRAKE LINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE RIGHT BRAKE LINE DURING A CRITICAL PHASE OF OPERATION.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
2. (C) HYDRAULIC SYSTEM,LINE - SEPARATION

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

3. BRAKES(NORMAL) - ATTEMPTED
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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--no waivers/lim.	Last FAA Medical Exam:	March 15, 1990
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 1000 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N731KV
Model/Series:	A188B A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18802962T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:		Rated Power:	300 Horsepower
Operator:	SUMNER L. MITCHELL	Operating Certificate(s) Held:	
Operator Does Business As:	MITCHELL DUSTING SERVICE	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	32°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE NONE	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.36079,-93.569122(est)

Administrative Information

Investigator In Charge (IIC): Wandel, Warren

Additional Participating Persons: E. NEWBERRY; LITTLE ROCK , AR

Original Publish Date: March 31, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23358>

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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](#).