



Aviation Investigation Final Report

Location:	Basile, Louisiana	Accident Number:	CEN10CA510
Date & Time:	August 27, 2010, 09:30 Local	Registration:	N63E
Aircraft:	GRUMMAN ACFT ENG COR-SCHWEIZER G-164B	Aircraft Damage:	Substantial
Defining Event:	Sys/Comp malf/fail (non-power)	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot was conducting an aerial spraying operation from a private airstrip and had completed three loads. After applying the fourth load, the pilot returned to the airstrip for another load. During the landing the pilot applied both brakes; however, there was no response from the right brake. The pilot reported that he pumped the brake several times, but it still did not function. The pilot then applied full left brake and the airplane spun 180-degrees, collapsing the right main landing gear. The airplane impacted a ditch and electrical pole, before coming to rest. The reason for the loss of brake pressure was not determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of directional control during landing due to failure of the right brake for undetermined reasons.

Findings

Not determined	(general) - Unknown/Not determined
Aircraft	Brake - Not specified

Factual Information

History of Flight

Landing	Unknown or undetermined
Landing	Sys/Comp malf/fail (non-power) (Defining event)
Landing	Landing gear collapse
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	58
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
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 Without waivers/limitations	Last FAA Medical Exam:	February 23, 2010
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 3, 2009
Flight Time:	17400 hours (Total, all aircraft), 1600 hours (Total, this make and model), 17400 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN ACFT ENG COR-SCHWEIZER	Registration:	N63E
Model/Series:	G-164B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	305B
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:		Engine Manufacturer:	WALTER
ELT:	Not installed	Engine Model/Series:	M601 SER
Registered Owner:	KINGREY WILLIAM S III	Rated Power:	751 Horsepower
Operator:	Kinder Ag Service	Operating Certificate(s) Held:	None

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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	28°C / 27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Basile, LA (Pvt)	Type of Flight Plan Filed:	None
Destination:	Basile, LA (Pvt)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Private Pvt	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		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:	30.483333,-92.546669(est)

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	AI Branch; FAA FSDO; Baton Rouge, LA
Original Publish Date:	March 16, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=77143

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](#).