



# Aviation Investigation Final Report

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<b>Location:</b>	Breakenridge, Texas	<b>Accident Number:</b>	CEN11CA059
<b>Date &amp; Time:</b>	October 20, 2010, 15:30 Local	<b>Registration:</b>	C-FGAT
<b>Aircraft:</b>	Hawker MK-20 Sea Fury	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

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## Analysis

The pilot reported that prior to the accident flight and after the last annual inspection, the airplane had displayed poor (soft) braking qualities. This substandard braking capability required the pilot to pump the brakes to adequately decelerate on the ground. The pilot departed for a cross-country flight and did not lock the tailwheel. During landing at the destination airport, he was unable to maintain control of the airplane. The airplane ground looped counterclockwise, resulting in right landing gear collapsing and the right wing sustaining substantial damage. A postaccident examination of the airplane revealed the wheel brakes were improperly adjusted.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The improperly adjusted brakes and the pilot's failure to lock the tailwheel, resulting in a loss of directional control. Contributing to the accident was the pilot's decision to continue flying the airplane with a known brake deficiency.

## Findings

<b>Personnel issues</b>	Scheduled/routine maintenance - Maintenance personnel
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Personnel issues</b>	Forgotten action/omission - Pilot
<b>Aircraft</b>	Directional control - Attain/maintain not possible

## Factual Information

### History of Flight

<b>Prior to flight</b>	Aircraft maintenance event
<b>Takeoff</b>	Miscellaneous/other
<b>Landing-landing roll</b>	Loss of control on ground (Defining event)

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Unknown	<b>Last FAA Medical Exam:</b>	January 13, 2010
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	47691 hours (Total, all aircraft), 577 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Hawker	<b>Registration:</b>	C-FGAT
<b>Model/Series:</b>	MK-20 Sea Fury	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Limited (Special)	<b>Serial Number:</b>	414623282
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	11500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Wright
<b>ELT:</b>		<b>Engine Model/Series:</b>	R3350
<b>Registered Owner:</b>	Cinima Sixteen Inc	<b>Rated Power:</b>	2900
<b>Operator:</b>	Cinima Sixteen Inc	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Flippin, AR (FLP )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Breakenridge, TX (BKD )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Stephens County Airport BKD	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	35	<b>IFR Approach:</b>	Global positioning system
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	31.054086,-97.563705(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Baker, Daniel
<b>Additional Participating Persons:</b>	Stan Hines; FAA; Lubbock, TX
<b>Original Publish Date:</b>	March 16, 2011
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=77748">https://data.nts.gov/Docket?ProjectID=77748</a>

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](#).