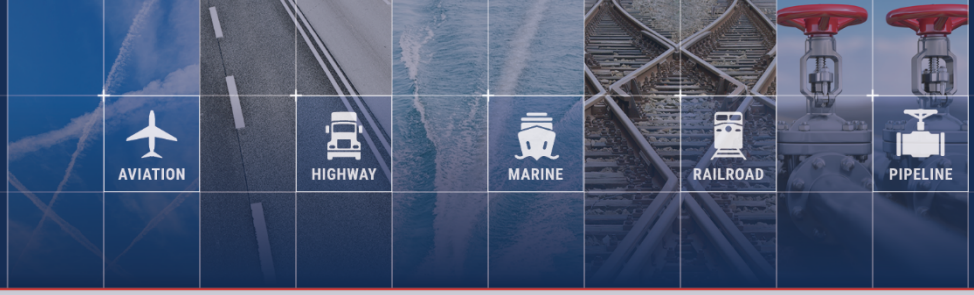

Aviation Investigation Final Report

Location:	Mokuleia, Hawaii	**Accident Number:**	WPR14LA045
Date & Time:	November 7, 2013, 13:20 Local	**Registration:**	N65070
Aircraft:	CESSNA ECTOR 305A	**Aircraft Damage:**	Substantial
Defining Event:	Sys/Comp malf/fail (non-power)	**Injuries:**	1 Minor
Flight Conducted Under:	Part 91: General aviation - Glider tow		

Analysis

The pilot reported that, during the landing after a glider tow operation, the airplane came to an abrupt stop and nosed over. The airplane sustained substantial damage to the rudder, both wings, and lift struts. A postaccident examination of the airplane at the accident site revealed that the right brake was locked up and that the tire would not rotate normally. During a followup examination, the right brake was disassembled, and no anomalies were found. After reassembly, the brake operated normally.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A landing gear brake malfunction during the landing for reasons that could not be determined because postaccident examination did not reveal any anomalies that would have precluded normal operation.

Findings

Not determined	(general) - Unknown/Not determined

Factual Information

History of Flight

Landing-landing roll	Sys/Comp malf/fail (non-power) (Defining event)
Landing-landing roll	Nose over/nose down

On November 7, 2013, about 1320 Hawaii standard time, a Cessna 305 airplane, N65070, sustained substantial damage when it nosed over during landing at Dillingham Airfield (HDH), Mokuleia, Hawaii. The airplane was registered to, and being operated by the Honolulu Soaring Club, as a visual flight rules (VFR), glider tow flight, under the provisions of 14 Code of Federal Regulations Part 91. The solo airline transport pilot received minor injuries. Visual meteorological conditions prevailed, and no flight plan was filed.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on November 18, the pilot stated that during the landing roll, the airplane came to an abrupt stop, and nosed over. The airplane received substantial damage to the rudder, both wings, and lift struts.

On November 7, a Federal Aviation Administration (FAA) aviation safety inspector, who examined the airplane at the accident site, said that the right brake was locked up, and the tire would not rotate normally. The airplane was recovered to a hangar for further examination.

During a follow-up examination, the FAA inspector reported that he observed the disassembly of the right brake, and no anomalies were found. After re-assembly he said the brake operated normally.

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	**Age:**	60
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Front
Other Aircraft Rating(s):	Glider	**Restraint Used:**	Lap only
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Glider; Instrument airplane	**Toxicology Performed:**	No
Medical Certification:	Class 1 With waivers/limitations	**Last FAA Medical Exam:**	November 12, 2012
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	August 13, 2012
Flight Time:	20500 hours (Total, all aircraft), 300 hours (Total, this make and model), 15000 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA ECTOR	**Registration:**	N65070
Model/Series:	305A A	**Aircraft Category:**	Airplane
Year of Manufacture:	1979	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	2035
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	Unknown	**Certified Max Gross Wt.:**	2400 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	CONT MOTOR
ELT:	Not installed	**Engine Model/Series:**	O-470 SERIES
Registered Owner:	HONOLULU SOARING CLUB INC	**Rated Power:**	213 Horsepower
Operator:	HONOLULU SOARING CLUB INC	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	PHHI,13 ft msl	**Distance from Accident Site:**	11 Nautical Miles
Observation Time:	12:58 Local	**Direction from Accident Site:**	290°
Lowest Cloud Condition:	Unknown	**Visibility**	10 miles
Lowest Ceiling:	Broken	**Visibility (RVR):**	
Wind Speed/Gusts:	9 knots /	**Turbulence Type Forecast/Actual:**	/ None
Wind Direction:	120°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.92 inches Hg	**Temperature/Dew Point:**	28°C / 66°C
Precipitation and Obscuration:	Light - Showers - Rain		
Departure Point:	Mokuleia, HI (HDH)	**Type of Flight Plan Filed:**	None
Destination:	Mokuleia, HI (HDH)	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	Class G

Airport Information

Airport:	DILLINGHAM AIRFIELD HDH	**Runway Surface Type:**	Asphalt
Airport Elevation:	14 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	08	**IFR Approach:**	None
Runway Length/Width:	9007 ft / 75 ft	**VFR Approach/Landing:**	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Minor	**Latitude, Longitude:**	21.572778,-158.197219(est)

Administrative Information

Investigator In Charge (IIC):	Lewis, Lawrence
Additional Participating Persons:	Donald G Andera; FAA FSDO; Honolulu, HI
Original Publish Date:	September 29, 2014
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=88405