



National Transportation Safety Board Aviation Accident Factual Report

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|--------------------------------|--|-------------------------|-------------|
| Location: | Floresville, TX | Accident Number: | FTW04LA001 |
| Date & Time: | 10/02/2003, 1109 CDT | Registration: | N301SX |
| Aircraft: | Bratton Experimental Homebuilt Swearingen SX300 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 Serious |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

On October 2, 2003, about 1109 central daylight time, a Bratton Swearingen SX300 experimental homebuilt single-engine airplane, N301SX, was substantially damaged when it impacted the ground during a forced landing to an open field following a loss of engine power near Floresville, Texas. The commercial pilot, who was the owner and operator of the airplane, and the passenger sustained serious injuries. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The airplane departed the Corpus Christi International Airport (CRP) near Corpus Christi, Texas. The flight's intended destination was the Gillespie County Airport (T82), near Fredericksburg, Texas.

The 4,000-hour pilot, who was the owner and builder of the airplane, reported to the Federal Aviation Administration (FAA) Inspector that the aircraft was powered by a 300-horsepower Lycoming IO-540 engine, which was driving a 3 bladed composite propeller.

According to information provided by the FAA inspector who responded to the accident site, one of the propeller blades came off while in cruise flight, and the pilot was able to shut the engine down.

Examination of the airplane by an FAA inspector revealed that the shank connecting the composite propeller to the hub was broken, and one of the three blades was missing from the hub.

The pilot/operator failed to provide the Safety Board with a completed Pilot/Operator Aircraft Accident Report (NTSB 6120.1/2) form.

Pilot Information

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| Certificate: | Commercial | Age: | 79, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | Glider | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 09/13/2002 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 4000 hours (Total, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Bratton Experimental Homebuilt | Registration: | N301SX |
| Model/Series: | Swearingen SX300 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | Yes |
| Airworthiness Certificate: | Experimental | Serial Number: | 5 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | Lycoming |
| ELT: | Not installed | Engine Model/Series: | IO-540 |
| Registered Owner: | Marquis P. Bratton | Rated Power: | 300 hp |
| Operator: | Marquis P. Bratton | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|--------------------------|--------------------------------------|---------------|
| Conditions at Accident Site: | Visual Conditions | 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: | 7 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 90° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.19 inches Hg | Temperature/Dew Point: | 22° C / 13° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | Corpus Christi, TX (CRP) | Type of Flight Plan Filed: | None |
| Destination: | Fredericksburg, TX (T82) | Type of Clearance: | None |
| Departure Time: | CDT | Type of Airspace: | Class G |

Airport Information

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|----------------------|--------------------------------------|---------------------------|----------------|
| Airport: | John B Connally Ranch Airport (8TAO) | Runway Surface Type: | Unknown |
| Airport Elevation: | 530 ft | Runway Surface Condition: | Unknown |
| Runway Used: | NA | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | Forced Landing |

Wreckage and Impact Information

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|---------------------|-----------|----------------------|-----------------------|
| Crew Injuries: | 1 Serious | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Serious | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Serious | Latitude, Longitude: | 29.336944, -98.471111 |

Administrative Information

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| Investigator In Charge (IIC): | Frank McGill |
| Additional Participating Persons: | Jesus M Cavazos; FAA/FSDO; San Antonio, TX |
| Investigation Docket: | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . |