



National Transportation Safety Board Aviation Accident Data Summary

Location:	Breckenridge, TX	Accident Number:	CEN14FA143
Date & Time:	02/18/2014, 1638 CST	Registration:	N13HP
Aircraft:	HAWKER SEA FURY ISS 25	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

After several hours of ground instruction and one solo flight, the private pilot was making only his second takeoff in a single-seat Hawker Sea Fury airplane. Two witnesses standing at midfield reported hearing abnormal engine and propeller sounds during takeoff, and the airplane's speed seemed to be slower than normal. Another witness, who had pilot experience in the Hawker Sea Fury, did not see the takeoff but reported that he could clearly hear the engine "screaming," and he knew at that moment that the accident pilot was experiencing a propeller overspeed.

A flight instructor was conducting a formation takeoff in trail behind the accident airplane to observe the flight. After his takeoff, he joined in on the right side of the accident airplane and he heard the accident pilot make a radio transmission that he had an overspeed and the airplane's rpm was at 3,500. The instructor reported that the maximum takeoff power was about 2,900 rpm. No further transmissions from the accident pilot were heard. The instructor kept repeating for the pilot to pull the power back and keep the nose down. Both airplanes climbed to about 1,000 ft above ground level, and the accident airplane began a slow turn to the left. The flight instructor continued to fly in formation with the accident airplane and continued to transmit instructions to the accident pilot to lower the nose and reduce the throttle. However, the accident airplane continued to slow and fly in a nose-up attitude until it stalled and rolled to the right. It then entered a vertical nose-down dive and impacted terrain. The flight instructor and witnesses reported that there was an immediate explosion and postimpact fire.

The witnesses' description of abnormal engine and propeller sounds and the accident pilot's report of 3,500 rpm are indicative of a runaway propeller. The Hawker Sea Fury emergency checklist indicated that recovery from a runaway propeller was possible when following the procedures listed in the checklist, which include reducing the throttle, decreasing the propeller angle, and maintaining an airspeed of 140 knots.

A postaccident examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation. A laboratory examination of the impact- and thermally damaged propeller regulator did not show any obvious evidence of preimpact mechanical malfunction or abnormalities. The cause of the runaway propeller could not be undetermined.

Flight Events

Initial climb - Powerplant sys/comp malf/fail
Initial climb - Loss of engine power (partial)
Maneuvering - Attempted remediation/recovery
Maneuvering - Loss of control in flight

Uncontrolled descent - Collision with terr/obj (non-CFIT)
 Post-impact - Part(s) separation from AC
 Post-impact - Explosion (post-impact)
 Post-impact - Fire/smoke (post-impact)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate emergency response to a runaway propeller and his failure to maintain airspeed, which resulted in the airplane exceeding its critical angle-of-attack and stalling. The cause of the runaway propeller was undetermined.

Findings

Aircraft-Aircraft propeller/rotor-Propeller system-Propeller controlling system-Malfunction - C
 Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Prop/rotor parameters-Malfunction - C
 Personnel issues-Action/decision-Action-Incomplete action-Pilot - C
 Personnel issues-Action/decision-Action-Lack of action-Pilot - C
 Personnel issues-Experience/knowledge-Experience/qualifications-Total experience w/ equipment-Pilot
 Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Pilot Information

Certificate:	Private	Age:	38
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 527 hours (Total, all aircraft), 0 hours (Total, this make and model), 38 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HAWKER	Registration:	N13HP
Model/Series:	SEA FURY ISS 25	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Curtiss-Wright
Operating Certificate(s) Held:	None	Engine Model/Series:	R-3350-26WD
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KBKD, 1284 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	10 knots / 18 knots, 260°
Temperature:	30° C	Visibility	7 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Breckenridge, TX (BKD)	Destination:	Breckenridge, TX (BKD)

Airport Information

Airport:	STEPHENS COUNTY (BKD)	Runway Surface Type:	Asphalt
Runway Used:	17	Runway Surface Condition:	Dry
Runway Length/Width:	4997 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Latitude, Longitude:	32.696944, -98.882500 (est)		

Administrative Information

Investigator In Charge (IIC):	Thomas Latson	Adopted Date:	02/29/2016
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88807		

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