



National Transportation Safety Board Aviation Accident Final Report

Location:	Hamilton, OH	Accident Number:	CEN17LA322
Date & Time:	07/04/2017, 1900 EST	Registration:	N17XK
Aircraft:	CLASSIC AIRCRAFT CORP WACO YMF	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Other Work Use - Sightseeing		

Analysis

The commercial pilot and two passengers had completed a local flight. After a routine touchdown and landing roll, the pilot applied the brakes to initiate a right turn onto a taxiway. The pilot reported that the right brake "grabbed immediately," causing the airplane to ground loop. A postaccident examination and disassembly of the brake system revealed no mechanical anomalies that would have precluded normal operation. The reason for the reported brake malfunction could not be determined.

Probable Cause and Findings

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

The pilot's loss of directional control after landing for reasons that could not be determined because an examination of the airplane did not reveal any anomalies that would have precluded normal operation.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
Not determined	Not determined - Unknown/Not determined (Cause)

Factual Information

On July 4, 2017, about 1900 eastern daylight time, a Waco YMF airplane, N17XK, experienced a gear collapse after landing at the Butler County Regional Airport-Hogan Field, Hamilton, Ohio. The pilot and two passengers were not injured, and the airplane was substantially damaged. The airplane was registered to and operated by Adventure Airtours, LLC, under the provisions of 14 *Code of Federal Regulations Part 91* as a local sightseeing flight. Visual meteorological conditions prevailed at the time.

The pilot reported that he just completed a local flight and was landing on runway 11. After a routine touchdown and roll out, he applied the brakes to initiate a right turn onto a taxiway. The pilot added that the right brake "grabbed immediately", causing the airplane to turn clockwise to the left. The pilot also added that the tailwheel was down and in the locked position. The left wing struck the ground and the left landing gear collapsed; the airplane came to a stop on the runway.

An inspection of the airplane by the responding Federal Aviation Administration inspector noted damage to the left main landing gear and substantial damage to the left wing spar.

The airplane was recovered and transported to the manufacturer's facility for repair. During disassembly of the landing gear and braking system, the manufacturer did not find any evidence of a failure in the braking system.

History of Flight

Landing-landing roll	Loss of control on ground (Defining event) Landing gear collapse
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Pilot Information

Certificate:	Commercial	Age:	71
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	08/25/2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	06/29/2016
Flight Time:	1896.5 hours (Total, all aircraft), 48.5 hours (Total, this make and model), 2.5 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CLASSIC AIRCRAFT CORP	Registration:	N17XK
Model/Series:	WACO YMF NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	F5C-048
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	08/18/2016, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	582.9 Hours at time of accident	Engine Manufacturer:	
ELT:	Installed, not activated	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KHAO	Distance from Accident Site:	
Observation Time:	1853 EST	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Broken / 4900 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	29° C / 21° C
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Hamilton, OH (KHAO)	Type of Flight Plan Filed:	None
Destination:	Hamilton, OH (KHAO)	Type of Clearance:	None
Departure Time:	EST	Type of Airspace:	

Airport Information

Airport:	Butler County Regional Airport (KHAO)	Runway Surface Type:	Asphalt
Airport Elevation:	633 ft	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	5500 ft / 80 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	39.363889, -84.525556

Administrative Information

Investigator In Charge (IIC):	Craig Hatch	Report Date:	07/05/2018
Additional Participating Persons:	Kenneth Barger; FAA FSDO; Cincinnati, OH		
Publish Date:	04/17/2020		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=95847		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).