

**22 •Mile High Wing C-45, 12 May, 2016, Front Range Airport, CO
- Ground loop/off runway; brake failure**

Pilot's Statement: Col. Gregg Downing and I trained in C-45J/SNB-5 N49265 this morning at KFTG Front Range Airport. ATIS reported winds at 250° and 6 knots. Both the left seat pilot's (mine) and the right-seat instructor (Gregg's) brakes worked OK for the taxi and run-up. We stayed in the Runway 26 pattern the whole time for four landings. The first three

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landings were touch and go wheel landings, where we took off again before the tailwheel came down.

The fourth landing was to be full a stop and taxi back. With a light left cross-wind, after touching down, and as the locked tail wheel lowered to the runway it wavered a bit. Gregg took over the throttles and brakes to straighten it, when the plane turned more to the left. He said his brakes weren't working and added more left throttle to try to stop the turn. We exited the runway at about 10 knots after about a 30° left turn, and straddled a runway light. Once on the damp grass, the plane turned more sharply to the left, and stopped facing north, after about 270° of total turn. The turn on the runway and grass took 3-4 seconds. There was no tire screeching, but the main gear rubbed tracks in the grass.

After a brief pause, Gregg taxied westward about 50 feet to enter Alpha taxiway, and we returned to the ramp. We found that the right brake had shredded one of the three brake pads. The left wing flap had contacted the runway light just outboard of the wing root, and pushed the trailing edge upwards ~1 inch. There was no other noticeable damage.

Gregg and I talked on the phone to the FAA Mike Harris (tel:303-342-1109) and Wes Dallohite locally, and the NTSB Jim Silliman (630-750-3116), Wes came out about an hour later, and took pictures of the right brake and the left flap. He said he would recommend that the airplane and runway light damage be classified as an "incident".