



Federal Aviation Administration

Memorandum – Inspector Statement

Date: July 21, 2021

To: Atlanta FSDO Manager

From: Danny A. Cox, ASI, Atlanta FSDO, [REDACTED]

Subject: Accident of N10XN, Honda Jet at RYY, McCollum Field, Kennesaw, Georgia

On June 04, 2021 at approximately 1645 local time a HONDA JET, Model H-420, N10XN operated by FLIGHT WORKS a 135 operator landed at Cobb-County McCollum-Field (RYY), on runway 27. After touchdown, the pilot attempted to apply brakes at which time he announced twice to the First Officer that he had no brakes. The pilot applied the emergency brakes which caused both main tires to burst and put the aircraft out of control causing it to enter into a left turn continuing for 180 degrees until coming to a stop off the left side of runway 27 facing runway 09.

Approximately 1900 local time the IIC arrived on scene completed the preliminary investigation of damage to aircraft found the aircraft was resting on right wing and right flap, right gear had folded up jammed against the right hydraulic actuator and right gear well. Left gear remained extended buried approximately two feet into the dirt, left main wheel assembly was not on axle wheel assembly was located approximately 75 yards in the grass between the runway and taxiway, nose gear showed no damage and extended.

Conducted interview with pilots, PIC statement he announced twice "I have no Brakes " I ask for a clarification what was meant by that statement "I have no brakes " he responded that the brake pedals would not compress that it was as if something was behind the pedals and would not let them move. I asked the first officer if he tried to apply his brakes he said no that the PIC was applying the emergency brakes instead.

Interviewed Director of Maintenance of the 135 certificate he explained the aircraft had the left main tire change in Kissimmee, Florida (ISM) prior to this landing. The 135 operator contacted a 145-repair station to perform the tire change. In reviewing the Aircraft maintenance Log it was signed off by the mechanic certificate not the repair station certificate the repair station did not have Honda Jet on their capabilities list. This indicates the repair station had no Honda Jet trained personnel, manuals or equipment the repair station had to rely on the 135 maintenance control center for maintenance instructions on removing and replacing main wheel assembly.

On July 13, 2021, travel to Macon, Georgia to Interview Mechanic brought along the left main landing gear and wheel assembly. Reviewed mechanic statement after which I asked the mechanic to explain the procedure as written in the maintenance instructions. Mechanic was positive that the locking tabs were engage in the slots on the axle yet he could not explain how the wheel assembly could have come off the axle with the axle showing no damage with only partial thread on nut damage.

Interviewed two engineers about the Honda Jet anti-skid system the system is design to lock out if one anti-skid transducer fails or does not spin up (as if a wheel comes off) at this time the pilot will have no brakes. The only braking is emergency braking there was some discussion about if anti-skid fails it would revert to manual braking after 6 seconds but at this time was not conclusion.

During the investigation had the opportunity to speak with service center rep and technicians from Honda jet and they agree that if you don't have the right type jack and pad that you could put the wheel assembly on incorrectly.

After interviewing 135 operator, 145-repair station mechanic, Pilots, Honda Jet technicians, and Engineers the following is my opinion how this accident came about.

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