



Aviation Investigation Final Report

Location:	CHINO, California	Accident Number:	LAX84LA301
Date & Time:	May 19, 1984, 18:43 Local	Registration:	NX496W
Aircraft:	GRUMMAN F-6F5	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT HE MADE A NORMAL LANDING, BUT 'UPON TOUCHING BRAKES, LEFT BRAKE APPEARED TO LOCK.' HE STATED HE WAS UNABLE TO CORRECT WITH RIGHT RUDDER & BRAKE. THE ACFT SWERVED OFF THE LEFT SIDE OF THE RWY, WENT INTO A DITCH & NOSED OVER. WITNESSES REPORTED THE LEFT TIRE WENT FLAT & THE RIGHT TIRE WAS BALD WITH CORDS VISIBLE.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,TIRE - FAILURE,TOTAL

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

- 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

- 4. (F) TERRAIN CONDITION - DITCH

Occurrence #4: NOSE OVER
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	59, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 2, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	13350 hours (Total, all aircraft), 8 hours (Total, this make and model), 10850 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	NX496W
Model/Series:	F-6F5 F-6F5	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	001006
Landing Gear Type:	Retractable - Tailwheel	Seats:	1
Date/Type of Last Inspection:	May 9, 1984 Annual	Certified Max Gross Wt.:	12400 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1200 Hrs	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	2800
Registered Owner:	ROBERT J. POND	Rated Power:	2000 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:00 Local	Type of Airspace:	Class D

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	33.999988,-117.680862(est)

Administrative Information

Investigator In Charge (IIC): Funk, M

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=24268>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).