



Aviation Investigation Final Report

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| Location: | BUCKEYE, Arizona | Accident Number: | LAX99LA184 |
| Date & Time: | May 14, 1999, 09:45 Local | Registration: | N9661S |
| Aircraft: | Champion 7GCAA | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot stated that he performed an engine run-up before departing for the flight and noted no problems with the brake system. He applied the brakes on the landing rollout, but the left brake did not activate and the airplane veered to the right, ran off the runway side, and collided with a dirt embankment. The brake system was inspected and found to be intact and with no fluid leaks. A functional check was also performed on the left brake with no anomalies noted.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the pilot to maintain directional control of the airplane during the landing rollout.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

2. TERRAIN CONDITION - DITCH
3. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

On May 14, 1999, at 0945 hours mountain standard time, a Citabria 7GCAA, N9661S, veered off runway 17, ran into a ditch, and bent the left wing while landing at the Buckeye, Arizona, airport. The airplane, operated by Turf Soaring School under 14 CFR Part 91, sustained substantial damage. The airline transport pilot and one passenger, the sole occupants, were not injured. Visual meteorological conditions existed for the personal flight that had departed the Pleasant Valley Airport, Peoria, Arizona, at 0915. The flight was scheduled to terminate at the Buckeye airport. No flight plan was filed.

The pilot stated that a run-up was conducted at the Pleasant Valley Airport and no discrepancies were noted with the brakes. He said that the touchdown at Buckeye was normal and on the landing rollout he applied brakes, but the left brake did not activate. He stated that the airplane veered to the right off of the runway. The pilot reported that he took his right foot off the right brake to keep the airplane going in a forward direction. He stated that there was an obstruction in the airplane's path (a hill) and he applied right brake to go around the obstruction but the left main wheel of the airplane had entered a ditch and bent the left wing. The pilot stated that weather was not an issue, and that conditions were clear and the wind was calm.

According to a Federal Aviation Administration inspector who examined the airplane, the brake system was intact, with no evidence of a fluid leak. He further reported that he was able to actuate the left brake. The inspector stated that during his inspection he was unable to find any discrepancies in the brake system that could cause a failure.

Pilot Information

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| Certificate: | Airline transport; Commercial; Flight instructor | Age: | 53, Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea | Seat Occupied: | Front |
| Other Aircraft Rating(s): | Balloon; Glider; Gyroplane; Helicopter | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Glider | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | May 10, 1999 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | 6307 hours (Total, all aircraft), 45 hours (Total, this make and model), 3285 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|----------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Champion | Registration: | N9661S |
| Model/Series: | 7GCAA 7GCAA | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 78 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | December 1, 1998 Annual | Certified Max Gross Wt.: | 1650 lbs |
| Time Since Last Inspection: | 21 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 8405 Hrs | Engine Manufacturer: | Lycoming |
| ELT: | Installed, not activated | Engine Model/Series: | O-360-C2A |
| Registered Owner: | ROY M. COULLIETTE | Rated Power: | 180 Horsepower |
| Operator: | BABOQUIVARI SOARING SCHOOL | Operating Certificate(s) Held: | None |
| Operator Does Business As: | TURF SOARING SCHOOL | Operator Designator Code: | |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | PHX ,1110 ft msl | Distance from Accident Site: | 33 Nautical Miles |
| Observation Time: | 08:55 Local | Direction from Accident Site: | 261° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 26°C / 4°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | PEORIA , AZ (AZ05) | Type of Flight Plan Filed: | None |
| Destination: | (BKK) | Type of Clearance: | None |
| Departure Time: | 09:10 Local | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|-----------------|----------------------------------|-----------|
| Airport: | BUCKEYE BKK | Runway Surface Type: | Asphalt |
| Airport Elevation: | 1021 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 17 | IFR Approach: | None |
| Runway Length/Width: | 4300 ft / 75 ft | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 33.379367,-112.550994(est) |

Administrative Information

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| Investigator In Charge (IIC): | Cornejo, Tealeye |
| Additional Participating Persons: | JOHN NOEL; SCOTTSDALE , AZ |
| Original Publish Date: | December 5, 2000 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=46318 |

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](#).