



# Aviation Investigation Final Report

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<b>Location:</b>	Bear Creek, Wisconsin	<b>Accident Number:</b>	CEN12CA567
<b>Date &amp; Time:</b>	August 17, 2012, 17:45 Local	<b>Registration:</b>	N5064E
<b>Aircraft:</b>	Fantasy Air ALLEGRO 2000	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Sys/Comp malf/fail (non-power)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that the airplane veered sharply to the left when he applied the brakes during the landing roll on a grass airstrip. He applied right rudder to no avail, and the airplane continued to the left where the left wing contacted a corn crop. The airplane was pulled into the corn, where it came to rest with substantial damage to both wings and the aft fuselage. The pilot reported that the airplane's brakes operated normally prior to takeoff. The brake system consists of main landing gear hydraulic disc brakes that are operated via a mechanical brake lever located on the control stick. The airplane has a steerable nosewheel, but no differential braking. A postaccident examination of the airplane revealed that both brakes functioned when the brake lever was operated; however, the left brake responded more quickly than the right brake. The presence of air in the hydraulic lines to the right brake may have affected the brake's responsiveness, but the examination was not able to establish that the lines contained air.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A malfunction of the right brake for reasons that could not be determined because of the perishable evidence, which resulted in the pilot's inability to maintain directional control of the airplane during landing.

## Findings

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**Aircraft**

Brake - Malfunction

**Aircraft**

Directional control - Attain/maintain not possible

## Factual Information

### History of Flight

Landing-landing roll	Sys/Comp malf/fail (non-power) (Defining event)
Landing-landing roll	Loss of control on ground
Landing-landing roll	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 8, 2012
Flight Time:	291 hours (Total, all aircraft), 109 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Fantasy Air	Registration:	N5064E
Model/Series:	ALLEGRO 2000	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	05-720
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	September 7, 2011 Annual	Certified Max Gross Wt.:	1232 lbs
Time Since Last Inspection:	38 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	723 Hrs	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912
Registered Owner:	PLANE GUYS AVIATION LLC	Rated Power:	80 Horsepower
Operator:	Peter Anderson	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KATW,918 ft msl	<b>Distance from Accident Site:</b>	21 Nautical Miles
<b>Observation Time:</b>	17:45 Local	<b>Direction from Accident Site:</b>	150°
<b>Lowest Cloud Condition:</b>	Scattered / 12000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.98 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Waupaca, WI (LPCZ)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Bear Creek, WI (PVT)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:27 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Private Airstrip PVT	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1742 ft / 75 ft	<b>VFR Approach/Landing:</b>	Stop and go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	44.531112,-88.726387(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sullivan, Pamela
<b>Additional Participating Persons:</b>	Darrell McCullion; FAA-MKE-FSDO; Milwaukee, WI
<b>Original Publish Date:</b>	November 26, 2012
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=84769">https://data.nts.gov/Docket?ProjectID=84769</a>

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](#).