



National Transportation Safety Board Aviation Accident Final Report

Location:	ROCK HILL, SC	Accident Number:	ATL95LA104
Date & Time:	06/01/1995, 1200 EDT	Registration:	N6214L
Aircraft:	AMERICAN AA-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT LANDED ON A 2,600-FOOT WET, SOD RUNWAY. UPON TOUCHDOWN, THE PILOT HELD THE AIRPLANE ON THE CENTERLINE BY USING THE RUDDER AND THE BRAKES. THE NOSE WHEEL OF THE AIRPLANE IS NON-STEERABLE. APPROXIMATELY THREE-QUARTERS DOWN THE RUNWAY, THE PILOT LOST CONTROL OF THE AIRPLANE, AND IT SUDDENLY VEERED RIGHT. THE AIRPLANE COLLIDED WITH TERRAIN, AND CAME TO A COMPLETE STOP 10 FEET OFF THE RUNWAY. SUBSEQUENTLY, REPAIRS WERE MADE TO THE AIRPLANE THAT INCLUDED REBUILDING THE LEFT BRAKE CALIPER BECAUSE OF INADEQUATE BRAKE AUTHORITY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN INOPERATIVE LEFT MAIN WHEEL BRAKE THAT RESULTED IN A LOSS OF DIRECTIONAL CONTROL. A FACTOR WAS THE WET, GRASS RUNWAY.

Findings

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

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - INOPERATIVE
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET

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

Factual Information

On June 1, 1995, about 1200 eastern daylight time, an American AA-1, N6241L, collided with the terrain, during the landing roll, at the Country Squire Airport, near Rock Hill, South Carolina. The airplane was operated by the pilot under the provisions of 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed. No flight plan was filed for the personal flight. There were no injuries to the commercial pilot, and the airplane was substantially damaged. Origination of the flight was Huntersville, North Carolina at 1120 eastern daylight time.

According to the pilot, he entered a left pattern for runway 09 at Country Squire Airport. He observed that the wind was out of the south at approximately 10 knots. He stated that he made a full flap landing on the first quarter of the wet, sod runway. He held the aircraft on the center of the runway with rudder and brakes while holding right aileron into the wind. The pilot indicated that the roll out was normal until reaching the last quarter of the 2600 foot runway. The aircraft suddenly veered right and collided with terrain. The aircraft came to a stop ten feet off the runway.

An airworthiness inspector from the South Carolina Flight Standards District Office inspected the aircraft after the accident. Both brakes operated as intended. He noted that the airplane is equipped with a castering nose wheel that is non-steerable.

Pilot Information

Certificate:	Commercial	Age:	71, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/22/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4728 hours (Total, all aircraft), 1356 hours (Total, this make and model), 19 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AMERICAN	Registration:	N6214L
Model/Series:	AA-1 AA-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	0173
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	05/14/1995, Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1959 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-320
Registered Owner:	SPIN REPS INC	Rated Power:	150 hp
Operator:	RICHARD D. MCCHESENEY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	8 Miles
Lowest Ceiling:	Broken / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:	HUNTERSVILLE, NC (NC05)	Type of Flight Plan Filed:	None
Destination:	(SC67)	Type of Clearance:	None
Departure Time:	1120 EDT	Type of Airspace:	Class G

Airport Information

Airport:	COUNTRY SQUIRE (SC67)	Runway Surface Type:	Grass/turf
Airport Elevation:	587 ft	Runway Surface Condition:	Wet
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2600 ft / 75 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	Report Date:	11/13/1996
Additional Participating Persons:	WILLIAM R NEELEY		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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