



National Transportation Safety Board Aviation Accident Final Report

Location:	KISSIMMEE, FL	Accident Number:	MIA97LA058
Date & Time:	01/01/1997, 0955 EST	Registration:	N14128
Aircraft:	Waco WMF-5	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During the landing roll, when the pilot applied the brakes to slow the airplane, one brake locked. According to the pilot, after touching down on the runway center line, 'all [was] straight with the rudder control.' When the tail came down the rudder 'authority diminished,' and when the pilot applied the brakes, the airplane departed the runway to the right and nosed over. The pilot stated that he could not control the airplane with the left brake. Examination of the brakes did not reveal any discrepancies. According to the pilot's flight times, shown on the NTSB Form 6120.1/2, he had less than 1 hour, (.9) of total flight time in this make and model airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain direction control of the airplane after applying the brakes. A factor was the pilot's lack of familiarity with this make and model airplane.

Findings

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

Findings

1. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On January 1, 1997, about 0955 eastern standard time, a Waco YMF-5, N14128, registered to Waco Flying LTD., was substantially damaged during the landing, near Kissimmee, Florida. The commercial-rated pilot was not injured. Visual meteorological conditions prevailed in the vicinity, and no flight plan had been filed. The local personal flight was being conducted in accordance with Title 14 CFR Part 91.

During the landing roll, when the pilot applied the brakes to slow the airplane, one brake locked. According to the pilot, after touching down on the runway center line, "all [was] straight with the rudder control." When the tail came down the rudder "authority diminished," and when he applied the brakes, the airplane departed the runway to the right and nosed over. The pilot stated that he could not control the airplane with the left brake.

Initially the damage to the airplane was reported as minor, however, after further examination of the wreckage, the FAA determined that damage to the wings was substantial. Examination of the brakes did not reveal any discrepancies.

According to the pilot's flight times, shown on the NTSB Form 6120.1/2, he had less than 1 hour, (.9) of total flight time in this make and model airplane.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	68, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/06/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2004 hours (Total, all aircraft), 1 hours (Total, this make and model), 1165 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Waco	Registration:	N14128
Model/Series:	WMF-5 WMF-5	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	4213
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	11/19/1996, 100 Hour	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1921 Hours	Engine Manufacturer:	Jacobs
ELT:	Installed, not activated	Engine Model/Series:	R-755-9
Registered Owner:	REILLY AVIATION INC.	Rated Power:	245 hp
Operator:	WACO FLYING LTD	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KMC, 80 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	0953 EST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C / 19° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	KISSIMMEE (ISM)	Runway Surface Type:	Asphalt
Airport Elevation:	87 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	6000 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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:	

Administrative Information

Investigator In Charge (IIC):	ALAN J YURMAN	Report Date:	08/25/1997
Additional Participating Persons:	PETER STRUNK; ORLANDO, FL		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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