



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	FORT WAYNE, IN	<b>Accident Number:</b>	CHI00LA219
<b>Date &amp; Time:</b>	07/01/2000, 1645 EST	<b>Registration:</b>	N521MC
<b>Aircraft:</b>	McCann WHEELER EXPRESS/FT	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The airplane was landing when it ran off the end of the runway and struck a parked airplane and the airport perimeter fence. The pilot said that, "after touchdown I tapped [the] brakes lightly and got no response. I applied heavier pressure but got no brakes other than very light response." The airplane went off the end of the runway and across the parking ramp striking a parked airplane and the airport perimeter fence. The parked airplane received minor damage to the left aileron. A postaccident examination revealed that the brake travel was restricted by a support bar installed above the brake pedals. No other anomalies were found that could be associated with a preexisting condition.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the obstructed brake pedals and the unavailable brakes to the pilot. Factors were the parked airplane and the fence.

## Findings

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Occurrence #1: OVERRUN

Phase of Operation: LANDING

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - OBSTRUCTED
2. (C) BRAKES(NORMAL) - NOT AVAILABLE - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. (F) OBJECT - AIRCRAFT PARKED/STANDING
4. (F) OBJECT - FENCE

## Factual Information

On July 1, 2000, at 1645 eastern standard time, an amateur built McCann Wheeler Express/FT, N521MC, piloted by a commercial pilot was substantially damaged during contact with a parked airplane and the airport perimeter fence while landing on runway 13 (2,910 feet by 100 feet, asphalt) at the Smith Field Airport, Fort Wayne, Indiana. The personal flight was operating under the provisions of 14 CFR Part 91, and was operating on an instrument flight rules flight plan. Visual meteorological conditions prevailed at the time of the accident. The pilot reported no injuries to himself or his one passenger. The flight departed the Allen County Airport, Iola, Kansas at 1330.

In a written statement the pilot said that, "after touchdown I tapped [the] brakes lightly and got no response. I applied heavier pressure but got no brakes other than very light response." The airplane went off the end of the runway and across the parking ramp striking a parked airplane and the airport perimeter fence. The parked airplane received minor damage to the left aileron.

A postaccident examination by a Federal Aviation Administration Inspector revealed that a support bar installed above the brake pedals could restrict the brake travel. The inspector said that this condition was noticed when his feet were raised about 2 inches above the cockpit floor. No other anomalies were found that could be associated with a preexisting condition.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	65, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/28/1999
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	7338 hours (Total, all aircraft), 252 hours (Total, this make and model), 6838 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	McCann	Registration:	N521MC
Model/Series:	WHEELER EXPRESS/FT WHEELER EX	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	42
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	04/24/2000, Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	15 Hours	Engines:	1 Reciprocating
Airframe Total Time:	260 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-360-C1
Registered Owner:	ROBERT I MCCANN	Rated Power:	210 hp
Operator:	ROBERT I MCCANN	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FWA, 815 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1654 CDT	Direction from Accident Site:	190°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	80° C / 55° C
Precipitation and Obscuration:			
Departure Point:	IOLA, KS (K88)	Type of Flight Plan Filed:	IFR
Destination:	(SMD)	Type of Clearance:	IFR
Departure Time:	1330 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	SMITH FIELD (SMD)	Runway Surface Type:	Asphalt
Airport Elevation:	834 ft	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	
Runway Length/Width:	2910 ft / 100 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JOHN M BRANNEN	<b>Report Date:</b>	09/26/2001
<b>Additional Participating Persons:</b>	ROBERT F HELBING; SOUTH BEND, IN		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).