



# National Transportation Safety Board Aviation Accident Data Summary

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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>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

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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	65
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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

<b>Aircraft Make:</b>	McCann	<b>Registration:</b>	N521MC
<b>Model/Series:</b>	WHEELER EXPRESS/FT WHEELER EX	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ROBERT I MCCANN	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-360-C1
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FWA, 815 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 250°
<b>Temperature:</b>	80° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	IOLA, KS (K88)	<b>Destination:</b>	(SMD)

## Airport Information

<b>Airport:</b>	SMITH FIELD (SMD)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	13	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2910 ft / 100 ft		

## 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>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): JOHN M BRANNEN Adopted Date: 09/26/2001

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](mailto: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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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.