



National Transportation Safety Board Aviation Accident Data Summary

Location:	RIDGELAND, SC	Accident Number:	ATL89LA001
Date & Time:	10/01/1988, 1115 EDT	Registration:	N26827
Aircraft:	GRUMMAN AA-5A	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT REPORTED THAT THE LEFT BRAKE FAILED TO FUNCTION DURING TAXI WHEN HE ATTEMPTED TO REDUCE SPEED AND TURN 180 DEG INTO T/O POSITION. THE AIRPLANE BEGAN TO TRACK TO THE RIGHT. HE RELEASED BRAKE PRESSURE ON BOTH PEDALS THINKING THAT HE MIGHT HAVE BEEN APPLYING PRESSURE TO THE RUDDER PEDAL INSTEAD OF THE BRAKE PEDAL. HE THEN REAPPLIED PRESSURE AND EXPERIENCED THE SAME RESULTS. AT THAT POINT, HE REDUCED THE POWER TO IDLE. THE AIRPLANE RAN OFF THE SIDE OF THE RWY. TRAVELED DOWN AN EMBANKMENT, AND FLIPPED OVER. EXAM OF THE ACFT REVEALED A HOLE IN THE LEFT BRAKE-SYSTEM PRESSURE LINE BEHIND THE CO-PLT BRAKE PEDALS. THE HOLE HAD RESULTED FROM CHAFING BETWEEN A MOUNTING CLAMP & THE LINE. THE LINE & CLAMP WERE PROPERLY INSTALLED. THE HOLE WAS NOT VISIBLE UNTIL THE CLAMP WAS REMOVED. CORROSION WAS ALSO NOTED ON THE LINE IN THE AREA OF THE HOLE. A SEARCH OF FAA SDR'S REVEALED NO REPORTS OF SIMILAR FAILURES.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - CORRODED
2. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - CHAFED
3. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - LEAK

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAXI - TO TAKEOFF

Findings

4. (F) TAXISPEED - EXCESSIVE - PILOT IN COMMAND
5. (F) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3: NOSE OVER
Phase of Operation: TAXI - TO TAKEOFF

Findings

6. TERRAIN CONDITION - DOWNHILL

Pilot Information

Certificate:	Private	Age:	39
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	322 hours (Total, all aircraft), 104 hours (Total, this make and model), 171 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N26827
Model/Series:	AA-5A AA-5A	Engines:	1 Reciprocating
Operator:	CERONNIE ROBINSON	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E2G
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 270°
Temperature:	27° C	Visibility	5 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	ALBANY, GA (ABY)

Airport Information

Airport:	RIDGELAND (3J1)	Runway Surface Type:	Asphalt
Runway Used:	21	Runway Surface Condition:	Dry
Runway Length/Width:	3100 ft / 70 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): SCOTT STRICKLAND Adopted Date: 01/24/1990

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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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.