



National Transportation Safety Board Aviation Accident Final Report

Location:	Marana, AZ	Accident Number:	LAX02LA099
Date & Time:	03/03/2002, 1130 MST	Registration:	N77618
Aircraft:	Fairchild 24W-46	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

On the landing rollout the left brake hung up, and the airplane came to rest inverted off of the runway. During an examination of the brakes it was found that the left brake piston would not release the disc when manually pushed in. No further mechanical anomalies were noted with the brake system.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The left brake failed due to a stuck piston.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - RESTRICTED

Factual Information

On March 3, 2002, at 1130 mountain standard time, an experimental Fairchild 24W-46, N77618, nosed over during the turnoff from landing at the Marana Northwest Regional Airport (AVQ), Marana, Arizona. The airplane, owned and operated by the private pilot under the provisions of 14 CFR Part 91, sustained substantial damage. The pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. The cross-country flight departed the Casa Grande Municipal Airport, Casa Grande, Arizona, about 1100, and was destined for AVQ. No flight plan had been filed.

In the pilot's written statement, he indicated that he made a normal wheel landing. On rollout he applied rudder and then brake to maintain directional control. He stated that the left brake locked up and the airplane went over on it's back.

During retrieval of the airplane, the brake pads were loosened. Both the owner and the person assisting with the retrieval noted that there was no clearance of the brake pads. When they attempted to push in the piston to release the disk they found it could not be moved. They also noticed that the brake pads were discolored. No further discrepancies were noted with the brake system.

Pilot Information

Certificate:	Private	Age:	74, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/21/2000
Occupational Pilot:		Last Flight Review or Equivalent:	11/08/2000
Flight Time:	1959 hours (Total, all aircraft), 12 hours (Total, this make and model), 1819 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Fairchild	Registration:	N77618
Model/Series:	24W-46	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	W46318
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	11/01/2001, Annual	Certified Max Gross Wt.:	2562 lbs
Time Since Last Inspection:	9 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1284 Hours as of last inspection	Engine Manufacturer:	Warner
ELT:	Installed, not activated	Engine Model/Series:	SS-165
Registered Owner:	PAUL CONN	Rated Power:	165 hp
Operator:	PAUL CONN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TUS, 2643 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	0955 MST	Direction from Accident Site:	130°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.32 inches Hg	Temperature/Dew Point:	8°C / -21°C
Precipitation and Obscuration:			
Departure Point:	CASA GRANDE, AZ (CGZ)	Type of Flight Plan Filed:	None
Destination:	TUCSON, AZ (AVQ)	Type of Clearance:	VFR
Departure Time:	1100 MST	Type of Airspace:	Class G

Airport Information

Airport:	MARANA NORTHWEST REGIONAL AIRP (AVQ)	Runway Surface Type:	Asphalt
Airport Elevation:	2031 ft	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	6901 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

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:	32.415556, -111.219722

Administrative Information

Investigator In Charge (IIC):	TEALEYE C CORNEJO	Report Date:	09/30/2003
Additional Participating Persons:	JOE REMINGTON; FEDERAL AVIATION ADMINISTRATION; SCOTTSDALE, AZ		
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.ntsbt.gov/pubdms/ .		

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