



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Cambridge, OH	<b>Accident Number:</b>	IAD04LA019
<b>Date &amp; Time:</b>	05/01/2004, 1130 EDT	<b>Registration:</b>	N626EA
<b>Aircraft:</b>	Krotje VM-1 Esqual	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot attempted a takeoff in the homebuilt airplane. During the takeoff roll, the airplane veered off the left side of the runway, struck runway lights, and went into a creek. A post-accident examination of the airplane revealed that it was equipped with a free-castoring nose wheel and motorcycle brakes. It was found that the left brake dragged due to a lack of clearance between the brake pad and brake rotor. The lack of clearance was attributable to the design of the brakes and their adaptation from a motorcycle to an airplane.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control. A factor was the inadequate brake system installed on the airplane.

## Findings

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

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LANDING GEAR,NORMAL BRAKE SYSTEM - INADEQUATE

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

3. OBJECT - RUNWAY LIGHT
4. TERRAIN CONDITION - WATER

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	68
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	519 hours (Total, all aircraft), 9 hours (Total, this make and model), 519 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Krotje	<b>Registration:</b>	N626EA
<b>Model/Series:</b>	VM-1 Esqual	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Jabiru
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	3300
<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>	ZZV, 900 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 3100 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 200°
<b>Temperature:</b>	21 °C	<b>Visibility</b>	9 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Cambridge, OH (CDI)	<b>Destination:</b>	New Philadelphi, OH (PHD)

## Airport Information

<b>Airport:</b>	Cambridge Municipal Airport (CDI)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	22	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4298 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	39.975000, -81.577778		

## Administrative Information

Investigator In Charge (IIC): Paul R Cox

Adopted Date: 12/03/2004

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 National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.