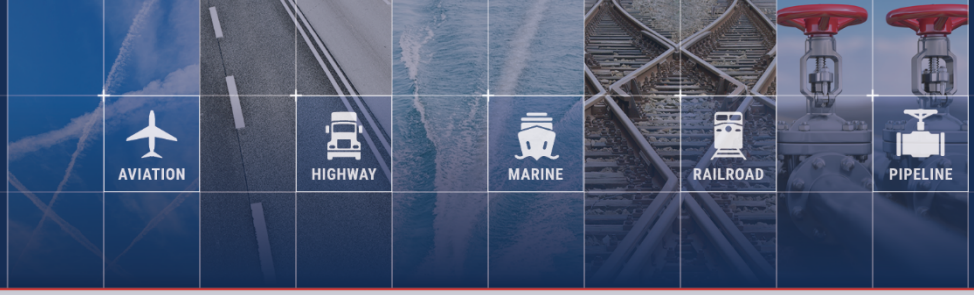

Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	**Accident Number:**	ANC99LA024
Date & Time:	January 13, 1999, 14:35 Local	**Registration:**	N9190D
Aircraft:	Piper PA-22-160	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The student pilot reported that he intended to do a few touch-and-go landings. He stated that during the initial takeoff roll, the airplane pulled to the left, and continued off the left side of the runway. He said that the main landing gear contacted soft snow, and the airplane nosed over. An FAA airworthiness inspector inspected the airplane at the accident site. He said that an inspection revealed that the brake assembly had an accumulation of ice that restricted the left wheel from rotating. He added that as soon as the ice melted, the wheel rotated freely.

Probable Cause and Findings

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

Findings

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

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

Occurrence #2: NOSE OVER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings
2. TERRAIN CONDITION - SNOW COVERED

Factual Information

On January 13, 1999, about 1435 Alaska standard time, a wheel equipped Piper PA-22-160 airplane, N9190D, sustained substantial damage when it went off the left side of runway 31 during takeoff from the Lake Hood Airstrip, Anchorage, Alaska. The airplane was being operated as a local, visual flight rules (VFR) personal flight under Title 14, CFR Part 91, when the accident occurred. The solo student pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on January 14, the pilot reported that he intended to do a few touch-and-go landings. The pilot noted that during the initial takeoff roll, the airplane pulled to the left, and continued off the left side of the runway. He stated that the main landing gear contacted soft snow, and the airplane nosed over.

A Federal Aviation Administration (FAA) airworthiness inspector, Anchorage Flight Standards District Office (FSDO), inspected the airplane at the accident site. He reported that the airplane's left brake assembly appears to have been either locked or frozen. The FAA inspector reported that a later inspection revealed that the brake assembly had an accumulation of ice that restricted the left wheel from rotating. He added that as soon as the ice melted, the wheel rotated freely.

The airplane sustained substantial damage to the right wing, and right wing lift struts.

Pilot Information

Certificate:	Student	**Age:**	43,U
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	October 15, 1998
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	18 hours (Total, all aircraft), 18 hours (Total, this make and model), 4 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	**Registration:**	N9190D
Model/Series:	PA-22-160 PA-22-160	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	22-6248
Landing Gear Type:	Tailwheel	**Seats:**	3
Date/Type of Last Inspection:	March 14, 1998 Annual	**Certified Max Gross Wt.:**	1840 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Lycoming
ELT:		**Engine Model/Series:**	O-320
Registered Owner:	ROBERT K. SNIDER	**Rated Power:**	160 Horsepower
Operator:	JESS SNIDER	**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	PAL ,73 ft msl	**Distance from Accident Site:**	0 Nautical Miles
Observation Time:	14:53 Local	**Direction from Accident Site:**	0°
Lowest Cloud Condition:	6500 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	Unknown / 0 ft AGL	**Visibility (RVR):**	0 ft
Wind Speed/Gusts:	0 knots / 0 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	0°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	28 inches Hg	**Temperature/Dew Point:**	0°C / -5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	14:31 Local	**Type of Airspace:**	Class D

Airport Information

Airport:	LAKE HOOD STRIP Z41	**Runway Surface Type:**	Gravel
Airport Elevation:	73 ft msl	**Runway Surface Condition:**	Snow
Runway Used:	31	**IFR Approach:**	None
Runway Length/Width:	2200 ft / 70 ft	**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	61.160572,-149.989852(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	MICHAEL J ZARR (FAA); ANCHORAGE , AK
Original Publish Date:	April 20, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=45706