



Aviation Investigation Final Report

Location:	FAIRBANKS, Alaska	Accident Number:	ANC87LA052
Date & Time:	March 17, 1987, 11:42 Local	Registration:	N3008Z
Aircraft:	PIPER PA-22-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE STUDENT PILOT LOST CONTROL OF THE ACFT WHICH GROUND LOOPED DURING A STOP AND GO LANDING ROLL. INSPECTION REVEALED THE RIGHT BRAKE MASTER CYLINDER ACTUATOR ROD FAILED.

Probable Cause and Findings

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

Findings

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

Findings

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

Factual Information

Pilot Information

Certificate:	Student	Age:	32, Male
Airplane Rating(s):	None	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:	June 23, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	53 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3008Z
Model/Series:	PA-22-20 PA-22-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-6959
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	March 10, 1987 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3091 Hrs	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-320
Registered Owner:	DAVID J. KING	Rated Power:	
Operator:	ROBERT EARL CADZOW	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:	FAI	Distance from Accident Site:	
Observation Time:	11:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FAIRBANKS , AK (FAI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	11:37 Local	Type of Airspace:	Class D

Airport Information

Airport:	FAIRBANKS INT'L ARPT FAI	Runway Surface Type:	Macadam
Airport Elevation:	434 ft msl	Runway Surface Condition:	Dry
Runway Used:	19L	IFR Approach:	
Runway Length/Width:	3200 ft / 60 ft	VFR Approach/Landing:	Traffic pattern

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:	64.899398,-148.159225(est)

Administrative Information

Investigator In Charge (IIC): Stella, Marc

Additional Participating Persons:

Original Publish Date: March 10, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4834>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).