



# Aviation Investigation Final Report

<b>Location:</b>	Anchorage, Alaska	<b>Accident Number:</b>	ANC01LA097
<b>Date &amp; Time:</b>	August 1, 2001, 19:13 Local	<b>Registration:</b>	N7775H
<b>Aircraft:</b>	Piper PA-12	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported he was attempting to land on a remote, rural airstrip he had landed on several times before. He said the airstrip is approximately 1000 feet long by 30 feet wide. After touchdown, the airplane veered to the right. He said he was unable to maintain directional control by using full left rudder and left brake, and attempted to abort the landing, but collided with brush. During the airplane's recovery, the pilot said he discovered that the left main wheel brake assembly was missing a hydraulic fitting which would have allowed the brake fluid pressure to drop. He said it appeared to him that the fitting vibrated loose in-flight, as his brakes worked fine during the preflight check and taxi.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of left brake pressure due to a missing hydraulic brake fitting.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: UNKNOWN

### Findings

1. (C) HYDRAULIC SYSTEM, FITTING - MISSING
2. (C) LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

Findings

3. DIRECTIONAL CONTROL - DIMINISHED - PILOT IN COMMAND  
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ABORTED

Findings

4. TERRAIN CONDITION - HIGH VEGETATION  
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Occurrence #4: NOSE OVER  
Phase of Operation: LANDING - ABORTED

## Factual Information

On August 1, 2001, about 1913 Alaska daylight time, a wheel-equipped Piper PA-12 airplane, N7775H, received substantial damage during a precautionary landing at a remote airstrip near Anchorage, Alaska. The private pilot/owner of the airplane and the two passengers were not injured. The personal flight operated in visual meteorological conditions without a flight plan. The local flight departed the Flying Crown airstrip, Anchorage, about 1900.

In a telephone interview with the NTSB investigator-in-charge (IIC) on August 2, the pilot said he was landing at the ridge top airstrip because he noted an increase in cylinder head temperature, and wanted to land and check the engine. He noted that he had landed several times before without incident at the approximately 1000 feet long by 30 feet wide strip. He said he landed to the south, and the airplane may have bounced upon touchdown, and then it went sideways, towards the right edge of the strip. He said he applied full left rudder and brake, but the airplane continued toward the right side of the airstrip. He attempted to abort the landing by adding power, but the right wing and tires struck alders on the right side of the airstrip, and the airplane went off the side and slowly nosed over.

The pilot contacted the NTSB IIC again on August 4, and indicated that the left brake hydraulic actuator was missing a fitting that may have come loose prior to the accident, allowing the loss of hydraulic fluid and causing the left brake to be ineffectual. In his written report to the NTSB dated August 20, the pilot checked the block "Yes" under the section, "Mechanical Failure" and wrote, in part: "bleeder valve from bottom of left brake caliper missing and assumed to have vibrated loose during flight." He noted the brakes functioned normally during preflight taxi and run-up.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	July 11, 2001
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	April 19, 2001
<b>Flight Time:</b>	925 hours (Total, all aircraft), 550 hours (Total, this make and model), 846 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N7775H
<b>Model/Series:</b>	PA-12	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	12-673
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	July 2, 2001 Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>	15 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2020 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-360-E3D
<b>Registered Owner:</b>	Kelley B. Leseman	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Anchorage, AK	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Old Baldy	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	2375 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1000 ft / 30 ft	<b>VFR Approach/Landing:</b>	Valley/terrain following

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	61.051109,-149.718612

## Administrative Information

<b>Investigator In Charge (IIC):</b>	La belle, James
<b>Additional Participating Persons:</b>	Charles Hamilton; FAA; Anchorage, AK
<b>Original Publish Date:</b>	July 2, 2002
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=53211">https://data.nts.gov/Docket?ProjectID=53211</a>

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](#).