



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Anchorage, AK	<b>Accident Number:</b>	ANC01LA097
<b>Date &amp; Time:</b>	08/01/2001, 1913 AKD	<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		

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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>	Seatbelt, Shoulder harness
<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>	07/11/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	04/19/2001
<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>	No
<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>	07/02/2001, Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>	15 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2020 Hours 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 hp
<b>Operator:</b>	Kelley B. Leseman	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:	Anchorage, AK	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	ADT	Type of Airspace:	Class G

## Airport Information

Airport:	Old Baldy	Runway Surface Type:	Gravel
Airport Elevation:	2375 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	1000 ft / 30 ft	VFR Approach/Landing:	Valley/Terrain Following

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	61.051111, -149.718611

## Administrative Information

Investigator In Charge (IIC):	James D La Belle
Additional Participating Persons:	Charles Hamilton; FAA; Anchorage, AK
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .