



# National Transportation Safety Board Aviation Accident Final 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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## 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

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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>	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

Aircraft Make:	Piper	Registration:	N7775H
Model/Series:	PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	12-673
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	07/02/2001, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	15 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2020 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-360-E3D
Registered Owner:	Kelley B. Leseman	Rated Power:	150 hp
Operator:	Kelley B. Leseman	Operating Certificate(s) Held:	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

<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>	61.051111, -149.718611

## Administrative Information

<b>Investigator In Charge (IIC):</b>	James D La Belle	<b>Report Date:</b>	07/02/2002
<b>Additional Participating Persons:</b>	Charles Hamilton; FAA; Anchorage, AK		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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:pubinquiry@ntsb.gov">pubinquiry@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> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).