



National Transportation Safety Board Aviation Accident Data Summary

Location:	Grand Forks, ND	Accident Number:	CEN12LA516
Date & Time:	08/01/2012, 2345 CDT	Registration:	N586ND
Aircraft:	PIPER PA-44-180	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The student and the instructor pilot were conducting a night local training flight. Upon return from the practice area, with the student at the controls, the airplane entered a right downwind for a full stop landing. The landing gear was confirmed down and locked verbally by the student and instructor. The final approach was uneventful, but the touchdown point was long, and the airspeed was fast. Because of the extra speed on landing, the instructor elected to continue to the next runway exit beyond the one he planned to use. The student had initially applied the brakes evenly for the planned runway exit, but the instructor told him to continue to the next exit and to release the brakes to continue without stopping on the active runway. As the student released the brakes, the airplane began to yaw abruptly to the right. The student said that he was not applying any right brake pressure and that the instructor was not on the brakes. Both the instructor and the student added left rudder and left brake pressure in an attempt to maintain directional control and to keep the airplane on the runway. They said that they did not have enough control authority to keep the airplane on the runway. The airplane continued to the right, turned into the grass, and the left main gear collapsed. Examination of the airplane's flight controls, landing gear system, and brake system did not reveal any evidence of mechanical malfunction or preaccident abnormalities. A review of maintenance activity on the airplane revealed two work orders related to the brake system. On November 28, 2011, both brake discs and linings were replaced. On December 13, 2011, the airplane was inspected because the right brake was reportedly sticking intermittently during takeoff roll and taxi. The student and instructor did not state that there was any crosswind while landing. The reason for the loss of control could not be determined.

Flight Events

Landing - Runway excursion

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of directional control during landing roll, which resulted in a runway excursion. The reason for the loss of directional control could not be determined because postaccident examination did not reveal any malfunctions or anomalies that would have precluded normal operation.

Findings

Aircraft-Aircraft systems-Landing gear system-Landing gear brakes system-Malfunction
Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	23
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	(Estimated) 957 hours (Total, all aircraft), 189 hours (Total, this make and model), 736 hours (Pilot In Command, all aircraft), 167 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Student Pilot Information

Certificate:	Private	Age:	27
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 147 hours (Total, all aircraft), 6 hours (Total, this make and model), 30 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N586ND
Model/Series:	PA-44-180	Engines:	2 Reciprocating
Operator:	UNIVERSITY OF NORTH DAKOTA	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-360-A1H6
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	GFK, 845 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Night	Wind Speed/Gusts, Direction:	8 knots, 190°
Temperature:	29° C / 8° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Grand Forks, ND (GFK)	Destination:	Grand Forks, ND (GFK)

Airport Information

Airport:	Grand Forks International (GFK)	Runway Surface Type:	Concrete
Runway Used:	17R	Runway Surface Condition:	Dry
Runway Length/Width:	7351 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC): Alexander Lemishko

Adopted Date: 08/13/2013

Investigation Docket: <http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=84572>

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