



National Transportation Safety Board Aviation Accident Factual Report

Location:	HAYWARD, CA	Accident Number:	LAX99LA064
Date & Time:	01/02/1999, 1118 PST	Registration:	N4556Z
Aircraft:	Piper PA-22-108	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

On January 2, 1999, at 1118 hours Pacific standard time, a Piper PA-22-108, N4556Z, nosed over following a loss of control during the flare/touchdown at Hayward, California. The aircraft was destroyed during the impact sequence and postcrash fire. The student pilot was not injured. The flight was being conducted under the provisions of 14 CFR Part 91 and visual meteorological conditions prevailed at the time of the accident.

In the pilot's written statement, he reported that he had stayed in the pattern at Hayward to practice touch-and-go landings and completed two with no problems noted. He stated that this was to be his last landing for the day and noted that his approach speed over the fence was normal. He said he was drifting to the right as he began his flare, and the next thing he remembered was the left wing getting ready to touch the ground, as in a left sliding skid or ground loop condition. He applied full throttle to try and fly the airplane so that the wing would not hit the ground. The pilot said the airplane "did not want to fly," so he elected to close the throttle and straighten the airplane out prior to landing. The airplane nosed over upon landing, which resulted in a broken front landing gear. The pilot said he shut off the fuel, mixture, magnetos, and master switch and exited the airplane. The pilot reported that at the time of the accident, ATIS was reporting the winds to be from 070 degrees at 04 knots.

The Federal Aviation Administration Aviation (FAA) Safety Inspector told Safety Board investigators that the support structure of the nose gear contacted the output side of the gascolator, causing it to break off the fitting which resulted in unregulated fuel pouring into the engine cowling. The aircraft fuel ignited and the fabric began to catch fire, thus eventually destroying the airplane.

An aviation inspector from the FAA interviewed the certified flight instructor (CFI), who had provided training to the student pilot. The CFI stated that in his opinion, the student pilot "possessed excellent flying skills." He further stated that the student pilot had approximately 40 hours of flying time, including 3 to 4 hours of crosswind landings at Palo Alto Airport, an airport known for its stiff crosswinds. He also said that he felt that the student pilot was "a very cautious and attentive student."

The Safety Board did not take custody of the wreckage.

Pilot Information

Certificate:	Student	Age:	51, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/10/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	42 hours (Total, all aircraft), 37 hours (Total, this make and model), 42 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4556Z
Model/Series:	PA-22-108 PA-22-108	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	22-8061
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	07/01/1998, Annual	Certified Max Gross Wt.:	1655 lbs
Time Since Last Inspection:	75 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3900 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-320-A2B
Registered Owner:	ARTHUR J. STAVRO	Rated Power:	150 hp
Operator:	ARTHUR J. STAVRO	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KHW, 47 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1127 PST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	9 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots / 8 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13° C / 4° C
Precipitation and Obscuration:			
Departure Point:	(HWD)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	1050 PST	Type of Airspace:	Class D

Airport Information

Airport:	HAYWARD AIR TERMINAL (HWD)	Runway Surface Type:	Asphalt
Airport Elevation:	47 ft	Runway Surface Condition:	Dry
Runway Used:	28L	IFR Approach:	None
Runway Length/Width:	5024 ft / 150 ft	VFR Approach/Landing:	Touch and Go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DEBORAH L CHILDRESS
Additional Participating Persons:	JOSE BENAVIDES; OAKLAND, CA
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .