



# National Transportation Safety Board Aviation Accident Data Summary

|                                |                                      |                         |            |
|--------------------------------|--------------------------------------|-------------------------|------------|
| <b>Location:</b>               | NOVATO, CA                           | <b>Accident Number:</b> | LAX97LA228 |
| <b>Date &amp; Time:</b>        | 07/01/1997, 1715 PDT                 | <b>Registration:</b>    | N13HU      |
| <b>Aircraft:</b>               | Aviat A-1                            | <b>Injuries:</b>        | 2 None     |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Personal |                         |            |

## Analysis

The pilot stated that he was landing on runway 31, when the aircraft encountered a crosswind gust. The aircraft then veered off the right side of the runway and went into a drainage ditch as it slowed almost to a stop. When the aircraft contacted the bottom of the ditch, it nosed over onto its back. No mechanical discrepancies were observed by FAA inspectors who examined the aircraft. Examination of runway 31 revealed marks which began near the right side of the runway at 1,934 feet from the approach end. At a distance of 2,110 feet, tire tracks departed the right side of the runway and continued 120 feet until terminating at the drainage ditch. The 25-foot-wide by 6-foot-deep drainage canal paralleled the runway and was 45 feet from the runway edge.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for wind conditions during landing, and his subsequent failure to maintain directional control of the aircraft. The gusty crosswind condition was a related factor.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

### Findings

6. TERRAIN CONDITION - DITCH

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Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

## Pilot Information

|                           |                                       |                       |          |
|---------------------------|---------------------------------------|-----------------------|----------|
| Certificate:              | Private                               | Age:                  | 35       |
| Airplane Rating(s):       | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None                                  | Instructor Rating(s): | None     |
| Flight Time:              | 800 hours (Total, all aircraft)       |                       |          |

## Aircraft and Owner/Operator Information

|                                |                                      |                      |                 |
|--------------------------------|--------------------------------------|----------------------|-----------------|
| Aircraft Make:                 | Aviat                                | Registration:        | N13HU           |
| Model/Series:                  | A-1 A-1                              | Engines:             | 1 Reciprocating |
| Operator:                      | CHRISTOPHER T. CONDY                 | Engine Manufacturer: | Lycoming        |
| Operating Certificate(s) Held: | None                                 | Engine Model/Series: | O-360           |
| Flight Conducted Under:        | Part 91: General Aviation - Personal |                      |                 |

## Meteorological Information and Flight Plan

|                                  |                   |                              |                              |
|----------------------------------|-------------------|------------------------------|------------------------------|
| Conditions at Accident Site:     | Visual Conditions | Condition of Light:          | Day                          |
| Observation Facility, Elevation: | STS, 125 ft msl   | Weather Information Source:  | Weather Observation Facility |
| Lowest Ceiling:                  | None / 0 ft agl   | Wind Speed/Gusts, Direction: | 15 knots / , 210°            |
| Temperature:                     | 26° C             | Visibility                   | 30 Miles                     |
| Precipitation and Obscuration:   |                   |                              |                              |
| Departure Point:                 | LOGAN, UT (LGU)   | Destination:                 | (056)                        |

## Airport Information

|                      |                   |                           |         |
|----------------------|-------------------|---------------------------|---------|
| Airport:             | GNOSS FIELD (056) | Runway Surface Type:      | Asphalt |
| Runway Used:         | 31                | Runway Surface Condition: | Dry     |
| Runway Length/Width: | 3300 ft / 60 ft   |                           |         |

## Wreckage and Impact Information

|                      |        |                     |             |
|----------------------|--------|---------------------|-------------|
| Crew Injuries:       | 1 None | Aircraft Damage:    | Substantial |
| Passenger Injuries:  | 1 None | Aircraft Fire:      | None        |
| Ground Injuries:     | N/A    | Aircraft Explosion: | None        |
| Latitude, Longitude: |        |                     |             |

## Administrative Information

Investigator In Charge (IIC): JEFF RICH Adopted Date: 06/26/1998

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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