



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	PALO ALTO, CA	<b>Accident Number:</b>	LAX92LA056
<b>Date &amp; Time:</b>	12/01/1991, 1555 PST	<b>Registration:</b>	N3170Z
<b>Aircraft:</b>	PIPER PA22-150	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE PILOT REPORTED THAT HIS AIRPLANE HAD BEEN MODIFIED BY THE INSTALLATION OF A TAIL WHEEL ASSEMBLY. ACCORDING TO THE PILOT, HE LANDED ON RUNWAY 12 AND DURING ROLLOUT LOST DIRECTIONAL CONTROL. THEREAFTER, THE AIRPLANE GROUND LOOPED. AT THE TIME THE WIND WAS FROM 120 DEGREES AT 5 KNOTS. DURING THE POST-ACCIDENT EXAMINATION OF THE AIRPLANE NO EVIDENCE WAS FOUND OF ANY MECHANICAL MALFUNCTIONS. THE PILOT REPORTED HAVING 600 HOURS OF TAIL DRAGGER FLIGHT TIME.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL DURING THE LANDING ROLLOUT.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	48
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1162 hours (Total, all aircraft), 45 hours (Total, this make and model), 1048 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3170Z
<b>Model/Series:</b>	PA22-150 PA22-150	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JAMES HAM	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAO, 5 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 2000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 120°
<b>Temperature:</b>	16°C	<b>Visibility</b>	5 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	BAKERSFIELD, CA (BFL)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	PALO ALTO (PAO)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	12	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2500 ft / 65 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): George E Petterson      Adopted Date: 05/03/1993

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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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.