



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	PALO ALTO, CA	<b>Accident Number:</b>	LAX87LA001
<b>Date &amp; Time:</b>	10/02/1986, 0709 PDT	<b>Registration:</b>	N4178Y
<b>Aircraft:</b>	BELLANCA 7ECA	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

---

## Analysis

THE ACFT WENT OUT OF CONTROL AND RAN OFF THE RWY. THE STUDENT PLT INDICATED THAT ON HIS FIRST APCH HIS ALTITUDE WAS TOO HIGH AND HE WAS ALIGNED TO THE LEFT OF THE RWY. HE INITIATED A GO-AROUND AND MADE A SECOND ATTEMPT. DURING THE FLARE ON HIS SECOND APCH THE ACFT BEGAN TO DRIFT RIGHT. HE TOUCHED DOWN ON THE LEFT MAIN LANDING GEAR AND TAIL WHEEL. THE ACFT CONTINUED TO SKID RIGHT TO THE EDGE OF THE 65 FT WIDE RWY. THE PLT STATED, 'JUST AS LEAVING THE RUNWAY ATTEMPTED A GO-AROUND BY ADDING FULL POWER. CRASHED.' THE STUDENT PLT ALSO INDICATED THAT THERE WERE NO MECHANICAL FAILURES/MALFUNCTIONS PRIOR TO THE ACCIDENT. WINDS AT THE TIME OF THE ACCIDENT WERE REPORTED AS CALM.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

---

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

### Findings

1. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

-----

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/19/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	34 hours (Total, all aircraft), 15 hours (Total, this make and model), 5 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELLANCA	<b>Registration:</b>	N4178Y
<b>Model/Series:</b>	7ECA 7ECA	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1187-77
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	09/02/1986, 100 Hour	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	40 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2803 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-235-C1
<b>Registered Owner:</b>	WEST VALLEY FLYING CLUB	<b>Rated Power:</b>	115 hp
<b>Operator:</b>	WEST VALLEY FLYING CLUB	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAO, 5 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0710 PDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	11° C / 6° C
Precipitation and Obscuration:			
Departure Point:	PALO ALTO, CA (PAO)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0700 PDT	Type of Airspace:	Class D; Class E

## Airport Information

Airport:	PALO ALTO (PAO)	Runway Surface Type:	Asphalt
Airport Elevation:	5 ft	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	2500 ft / 65 ft	VFR Approach/Landing:	Touch and Go; Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	THOMAS H WILCOX	Report Date:	
Additional Participating Persons:	THOMAS R PROVEN; SAN JOSE, CA		
Publish Date:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).