



National Transportation Safety Board Aviation Accident Data Summary

Location:	PALO ALTO, CA	Accident Number:	LAX87LA001
Date & Time:	10/02/1986, 0709 PDT	Registration:	N4178Y
Aircraft:	BELLANCA 7ECA	Injuries:	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

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

Pilot Information

Certificate:	Student	Age:	30
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	BELLANCA	Registration:	N4178Y
Model/Series:	7ECA 7ECA	Engines:	1 Reciprocating
Operator:	WEST VALLEY FLYING CLUB	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-C1
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAO, 5 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	/ , Variable
Temperature:	11°C	Visibility	40 Miles
Precipitation and Obscuration:			
Departure Point:	PALO ALTO, CA (PAO)	Destination:	

Airport Information

Airport:	PALO ALTO (PAO)	Runway Surface Type:	Asphalt
Runway Used:	30	Runway Surface Condition:	Dry
Runway Length/Width:	2500 ft / 65 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): THOMAS H WILCOX

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

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.