



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Torrance, CA	<b>Accident Number:</b>	WPR11CA086
<b>Date &amp; Time:</b>	01/01/2011, 1245 PST	<b>Registration:</b>	N322RV
<b>Aircraft:</b>	GIORGIO ANTHONY J RV4	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot/owner of the tailwheel-equipped airplane reported that during landing the left main gear collapsed resulting in a ground loop. He stated to a Federal Aviation Administration (FAA) inspector that after landing the airplane seemed to oscillate then it pulled to the right, resulting in a ground loop into the grass on the right side of the runway. He also stated that he was not used to carrying a passenger in the rear seat. A postaccident inspection by an FAA inspector noted damage to the engine and strut mount assembly that was consistent with a hard landing.

## Flight Events

Landing-flare/touchdown - Hard landing  
Landing-landing roll - Loss of control on ground  
Landing-landing roll - Runway excursion

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's inadequate landing flare that resulted in a hard landing and a ground loop.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Landing flare-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	80
<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>	Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	1696 hours (Total, all aircraft), 117 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	GIORGIO ANTHONY J	Registration:	N322RV
Model/Series:	RV4	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-320 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	TOA, 103 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Broken / 10000 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	5 knots, Variable
Temperature:	16° C / -3° C	Visibility	20 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Torrance, CA (TOA)	Destination:	Torrance, CA (TOA)

## Airport Information

Airport:	Zamperini Field Airport (TOA)	Runway Surface Type:	Asphalt; Concrete
Runway Used:	29R	Runway Surface Condition:	Dry
Runway Length/Width:	5001 ft / 150 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

## Administrative Information

Investigator In Charge (IIC):	Patrick H Jones	Adopted Date:	05/26/2011
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=78102">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=78102</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.