



Aviation Investigation Final Report

Location:	PALO ALTO, California	Accident Number:	LAX83LA171
Date & Time:	March 31, 1983, 14:38 Local	Registration:	N1537H
Aircraft:	CESSNA 195A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE AIRCREWS OF A CESSNA 195A, N1537H, & A BEECH V35B, N2084L, WERE CLEARED TO RWY 30 FROM DIFFERENT POSITIONS ON THE PARKING AREA. THE CESSNA PLT WAS INSTRUCTED TO USE THE 'SHORTEST ROUTE, NO DELAY PLEASE.' AS THE ACFT WERE TAXIED ON SEPARATE ROUTES, THEY CONVERGED WHERE THE 2 TAXIWAYS MERGED AT THE RUN-UP AREA. THE CESSNA PLT WAS S-TURNING AS HE APPROACHED THE RUN-UP AREA. HE NOTED 2 ACFT PARKED AT 2 OF 3 RUN-UP HOLD LINES, BUT DID NOT SEE THE BEECH CONVERGING FROM HIS RIGHT. THE BEECH WAS SLIGHTLY AHEAD OF THE CESSNA & WAS TAXIING SLOWER. THE PILOT OF THE BEECH DID NOT SEE THE CESSNA CONVERGING FROM HIS LEFT REAR AREA. BOTH OF THE ACFT WERE TAXIING IN A NORTHERLY DIRECTION & WERE WITHIN 10 FT OF THE TAXIWAY CENTERLINE WHEN THE 2 COLLIDED.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (F) OBJECT - AIRCRAFT MOVING ON GROUND
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	66, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 26, 1982
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	7950 hours (Total, all aircraft), 3050 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1537H
Model/Series:	195A 195A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7759
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	JACOBS
ELT:	Installed	Engine Model/Series:	R-775A
Registered Owner:	GRAND CANYON DORIES , INC.	Rated Power:	245 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAO ,5 ft msl	Distance from Accident Site:	
Observation Time:	14:39 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	OAKLAND , CA (OAK)	Type of Clearance:	
Departure Time:	14:36 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	PALO ALTO PAO	Runway Surface Type:	
Airport Elevation:	5 ft msl	Runway Surface Condition:	
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	2500 ft / 65 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.45082,-122.10054(est)

Administrative Information

Investigator In Charge (IIC): Pollack, Wayne

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

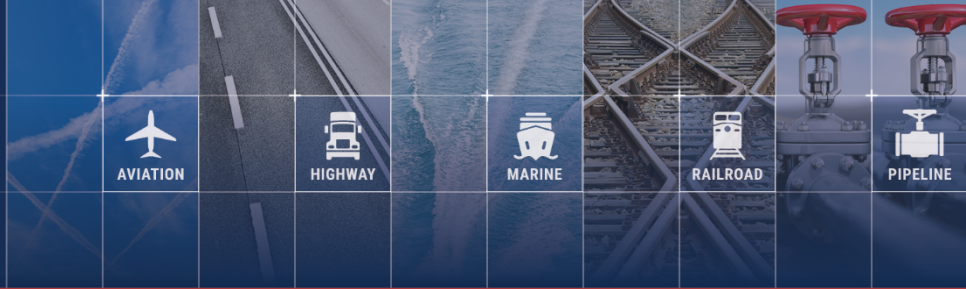
Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23662>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).



Aviation Investigation Final Report

Location:	PALO ALTO, California	Accident Number:	LAX83LA171
Date & Time:	March 31, 1983, 14:38 Local	Registration:	N2084L
Aircraft:	BEECH V35B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCREWS OF A CESSNA 195A, N1537H, & A BEECH V35B, N2084L, WERE CLEARED TO RWY 30 FROM DIFFERENT POSITIONS ON THE PARKING AREA. THE CESSNA PLT WAS INSTRUCTED TO USE THE 'SHORTEST ROUTE, NO DELAY PLEASE.' AS THE ACFT WERE TAXIED ON SEPARATE ROUTES, THEY CONVERGED WHERE THE 2 TAXIWAYS MERGED AT THE RUN-UP AREA. THE CESSNA PLT WAS S-TURNING AS HE APPROACHED THE RUN-UP AREA. HE NOTED 2 ACFT PARKED AT 2 OF 3 RUN-UP HOLD LINES, BUT DID NOT SEE THE BEECH CONVERGING FROM HIS RIGHT. THE BEECH WAS SLIGHTLY AHEAD OF THE CESSNA & WAS TAXIING SLOWER. THE PILOT OF THE BEECH DID NOT SEE THE CESSNA CONVERGING FROM HIS LEFT REAR AREA. BOTH OF THE ACFT WERE TAXIING IN A NORTHERLY DIRECTION & WERE WITHIN 10 FT OF THE TAXIWAY CENTERLINE WHEN THE 2 COLLIDED.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (F) OBJECT - AIRCRAFT MOVING ON GROUND
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 13, 1981
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	426 hours (Total, all aircraft), 213 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N2084L
Model/Series:	V35B V35B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	D9906
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	September 13, 1983 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1651 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-BA
Registered Owner:	VINDICATOR CORP	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAO ,5 ft msl	Distance from Accident Site:	
Observation Time:	14:39 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	14:34 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	PALO ALTO PAO	Runway Surface Type:	
Airport Elevation:	5 ft msl	Runway Surface Condition:	
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	2500 ft / 65 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	37.45082,-122.10054(est)

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Investigator In Charge (IIC): Pollack, Wayne

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

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