



Aviation Investigation Final Report

Location:	PALO ALTO, California	Accident Number:	LAX94LA343
Date & Time:	August 31, 1994, 12:30 Local	Registration:	N195LS
Aircraft:	CESSNA 195	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT DURING LANDING ROLLOUT HE APPLIED BRAKES TO SLOW THE AIRPLANE WHILE ATTEMPTING TO EXIT THE RUNWAY. THE BRAKES HAD BEEN RECENTLY REPLACED AND THEY WERE VERY EFFECTIVE. THE PILOT SAID THAT DURING THE TURN HE LOST CONTROL OF THE AIRPLANE AND IT NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper use of the airplane's brakes during the landing rollout.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

1. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

Factual Information

On August 31, 1994, at 1230 hours Pacific daylight time, a Cessna 195, N195LS, nosed over during landing rollout on runway 30 at the Palo Alto of Santa Clara County Airport, Palo Alto, California. Visual meteorological conditions prevailed during the personal flight, and the private pilot was not injured. The flight originated from Porterville, California, at 1045.

The pilot verbally reported that during rollout he applied brakes to slow the airplane while turning off the active runway. The brake(s) had recently been replaced, and they were very effective. The pilot said he lost control of the airplane and it nosed over as he was attempting to exit the runway.

On September 23, 1994, the National Transportation Safety Board mailed the pilot the required "Pilot/Operator Aircraft Accident Report" NTSB Form 6120.1/2 to complete. Thereafter, the pilot was verbally requested to complete the form. As of April 18, 1995, the Safety Board has not received the form. The Federal Aviation Administration (FAA) reported to the Safety Board that the pilot's last aviation medical certificate was issued to him on February 3, 1989.

Pilot Information

Certificate:	Commercial	Age:	77, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	February 3, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	10700 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N195LS
Model/Series:	195 195	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7857
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:		Engine Model/Series:	R-755-A2
Registered Owner:	CLYDE M. LITTON	Rated Power:	300 Horsepower
Operator:	CLYDE M. LITTON	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:	12:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	PORTERVILLE , CA (PTV)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	10:45 Local	Type of Airspace:	Class D

Airport Information

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

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:	

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	JOHN HOWARD; SAN JOSE, , CA
Original Publish Date:	May 18, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=28845

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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](#).