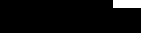
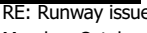


From: 
To: 
Cc: 
Subject: RE: Runway issues @ KPAO (WPR18FA251)
Date: Monday, October 1, 2018 3:51:30 PM
Attachments: [Caltrans Inspection Letter 5-29-18.pdf](#)
[PAO 5010.pdf](#)

Hi Mike,

Sorry about the delayed response. I forgot to hit send.

Thank you for the email. To answer your inquiry about the runway condition, the below language is taken directly from the Airport Pavement Management Plan (APMP) completed by our FAA approved engineering consultant. The study is from September 2016.

3. VISUAL CONDITION SURVEY

A. RUNWAY

1) Runway 13-31 and Blast Pad. Runway 13-31 is 2,443 feet long by 70 feet wide with a 240- foot-long by 70-feet-wide blast pad. Both consist of asphalt concrete (AC) pavement. The runway and blast pad were rehabilitated with a two inch overlay over zero to three inches of leveling course in 1999. The most recent rehabilitation of the runway and blast pad was an asphalt microsurface and some patch work in 2015. Currently, the runway pavement distress includes low severity longitudinal and transverse cracking. Many were located along the edges of the runway. Medium severity depression and some oil spillage were also identified. Pavement condition overall is rated as Satisfactory.

The Runway actually has the highest Pavement Condition Index number in the Plan, which was rated at 84 out of 100. Note: the higher the number the better the condition. The allegation of “premature launching” actually was something that was reported before we took over the Airport in August 2014 and our first order of business (FAA project) we addressed the runway “bumps.” In my opinion, the runway grades are similar to many airports in the area and high speed (as witnessed and admitted by pilot in one of his last transmissions) will exacerbate any condition. The City is reconstructing the apron right now in a multi-phase project. The Runway and Taxiways will be reconstructed eventually. I do want to point out that the pilot has been at the Airport before (most recently August 20th).

Also, our annual state inspection was recently completed by the State Division of Aeronautics on May 18, 2018, and there were no Runway action items. Please see attached inspection letter and 5010 data which also reports asphalt condition as ASPH-G or asphalt good.

I do request that we be part of an interested party status.

Please let me know if you have any additional questions for us.

Thanks,

Andy



Andrew J. Swanson | Airport Manager
[REDACTED] | Palo Alto, CA 94301
[REDACTED]

Please think of the environment before printing this email – Thank you.

From: Huhn Michael [mailto:[REDACTED]]
Sent: Tuesday, September 18, 2018 8:42 AM
To: Swanson, Andrew; Wadleigh, James
Subject: FW :Runway issues @ KPAO (WPR18FA251)

Andy & Jim

I received the email below and responded as seen

As you can see this pilot alleges that the rwy condition might have indirectly contributed to the accident

Im sending this to you for two reasons:

1. So you are aware of the allegation
2. To query you re the condition of the rwy, as well as the future rwy plans

Re item 2, I'd appreciate any quantitative and/or qualitative info re the rwy surface condition, including any pilot/operator reports (complaints) re the surface condition.

As far as future plans, all I need is a brief synopsis of the reasons for, and planned fixes to, the rwy. I would expect theres public documents somewhere re this, so copies of, or a steer to, those should be sufficient.

Not urgent, but a timely response would be appreciated.

If provision of such information prompts a desire for 'interested party' status for you/the airport, I can accommodate that

Any questions, please feel free to contact me

Thanks in advance

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
M: [REDACTED]

Fax: [REDACTED]

From: Huhn Michael

Sent: Tuesday, September 18, 2018 7:45 AM

To: [REDACTED]

Subject: Re: N701JM fatal crash @ KPAO (WPR18FA251)

Mr. Fisher

Thanks for your email below.

I am the NTSB investigator assigned to this investigation

I cannot be more specific at this time, but I can state that several of the alleged facts about the flight in your email are not accurate.

Regardless, your input about the runway conditions will be explored/considered

Feel free to communicate directly with me if you have additional input

Michael Huhn

Air Safety Investigator

NTSB Western Pacific Region

M: [REDACTED]

Fax: [REDACTED]

From: David Fisher <[REDACTED]>

Sent: Monday, September 17, 2018 2:37 PM

To: eyewitnessreport <eyewitnessreport@ntsb.gov>

Subject: N701JM fatal crash @ KPAO

I would like to suggest the NTSB consider the KPAO deteriorating runway condition as one factor in the accident chain of events. I have based my Mooney M20M and operated from KPAO for 25 years and have some perspective on this tragedy.

Runway 13's approach end resembles a washboard, not a runway. Notably, runway 31 approach end was "repaired" a few years ago to remove 3 major bumps. The runway bumps are problematic such that take-off requires forward pressure on the nose until passing the bumpy area to avoid prematurely launching airborne. Landing on 13 results in bounces and landing long (beyond the washboard) is not possible as the runway is too short.

The facts we know: (1) the pilot was unfamiliar with KPAO, (2) high on final, (3) no speed brakes, (4) managing air speed on a Mooney is essential, (5) Mooney's porpoise when bounced, (6) eyewitness noted the airplane hit hard and bounced, (7) eyewitness reported a prop strike, (8) listen carefully to the Live ATC recording and you can hear the stall warning horn during the pilot's last radio communication (9) unless you are based or operate @ KPAO it is impossible to know about these unsafe runway conditions.

This *may* be a case where a pilot, unfamiliar with the runway conditions, was; high and fast, encountered a nasty washboard runway surprise, bounced, induced the well-known Mooney porpoising thereby resulting in a prop strike, was unable to develop power to successfully go around, and entered a stall-spin.

The airport sits on non-engineered surface adjacent to the bay where the tide goes in and out twice daily causing expansion and contraction. The tidal effects on the asphalt are strong; the runway is bumpy, significant cracking and potholes abound and they show signs of salt residue from salt water below the surface. The asphalt and base layers are so thin the weeds grow prodigiously in the many cracks.

Fortunately, the City has a 3 – 4 year plan to replace the deteriorating apron; which involves removing existing asphalt, replacing with new base material engineered for the site conditions by mixing ~25% concrete with rock, and laying new asphalt.

This tragedy should prompt discussion to understand the runways potential involvement in the accident chain of events, and if it is credibly determined to be a factor, prompt prioritizing much needed runway repair.

Thank you for your consideration of my perspective, and please feel free to contact me.

David A Fisher

Mooney N89FM

Mobile ([REDACTED])

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