



# Aviation Investigation Final Report

<b>Location:</b>	EL MONTE, California	<b>Accident Number:</b>	LAX90LA169
<b>Date &amp; Time:</b>	May 11, 1990, 15:51 Local	<b>Registration:</b>	N505GM
<b>Aircraft:</b>	PIPER PA-30	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT STATED HE WAS ON A LOCAL FAMILIARIZATION FLIGHT WITH A SWISS NATIONAL FRIEND, REPORTED TO BE A CERTIFICATED PRIVATE PILOT. HE SAID HE PLANNED TO DO A TOUCH AND GO LANDING, BUT NEGLECTED TO RECONFIGURE THE AIRCRAFT AFTER LANDING FOR THE TAKEOFF PORTION. HE APPLIED FULL TAKEOFF POWER WITH FULL FLAPS DOWN AND MIXTURES LEANED. THE OWNER/PILOT WAS FLYING THE AIRCRAFT FROM THE RIGHT FRONT SEAT. THE AIRCRAFT BECAME AIRBORNE PREMATURELY AND STARTED TO ROLL TO THE RIGHT, HIS REACTION WAS TO RETRACT THE LANDING GEAR AND RETARD THE THROTTLES. AT ABOUT THAT TIME, THE RIGHT WING STRUCK THE RUNWAY AND STARTED THE CRASH SEQUENCE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT IN COMMAND TO ADEQUATELY CONFIGURE THE AIRCRAFT FOR THE TAKEOFF PORTION OF A TOUCH AND GO.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING

### Findings

1. TOUCH-AND-GO - INITIATED - PILOT IN COMMAND

2. (C) RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
3. (C) POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ABORTED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	August 3, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	883 hours (Total, all aircraft), 190 hours (Total, this make and model), 810 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N505GM
<b>Model/Series:</b>	PA-30 PA-30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30-251
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-320-B
<b>Registered Owner:</b>	UNKNOWN	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	JONATHAN D. SMALLDRIDGE	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	EMT ,1652 ft msl	<b>Distance from Accident Site:</b>	296 Nautical Miles
<b>Observation Time:</b>	16:52 Local	<b>Direction from Accident Site:</b>	215°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	8 miles
<b>Lowest Ceiling:</b>	Broken / 5000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	24°C / -18°C
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>	(EMT )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	EL MONTE EMT	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	295 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	19	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3995 ft / 75 ft	<b>VFR Approach/Landing:</b>	Touch and go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	34.079017,-118.030319(est)

## Administrative Information

**Investigator In Charge (IIC):** Petterson, George

**Additional Participating Persons:**

**Original Publish Date:** September 4, 1992

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=26799>

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