



# Aviation Investigation Final Report

<b>Location:</b>	PACOIMA, California	<b>Accident Number:</b>	LAX92LA099
<b>Date &amp; Time:</b>	January 23, 1992, 14:30 Local	<b>Registration:</b>	N8662Y
<b>Aircraft:</b>	PIPER PA-30	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

DURING TAKEOFF ROLL THE BAGGAGE DOOR CAME OPEN. THE PILOT ELECTED TO ABORT THE TAKEOFF, BUT THE REMAINING RUNWAY WAS INSUFFICIENT TO STOP THE AIRPLANE ON THE RUNWAY. THE PILOT INTENTIONALLY STEERED THE AIRPLANE OFF THE LEFT SIDE OF THE RUNWAY TO AVOID A STONE WALL AT THE END OF THE RUNWAY. EXAMINATION OF THE NOSE BAGGAGE DOOR DISCLOSED THAT ITS LOCKING MECHANISM WAS ONLY PARTIALLY ENGAGED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER PREFLIGHT AND DELAY IN ABORTING THE TAKEOFF. CONTRIBUTING TO THIS ACCIDENT WAS THE UNLOCKED NOSE BAGGAGE DOOR.

## Findings

Occurrence #1: OVERRUN  
Phase of Operation: TAKEOFF

### Findings

1. (F) DOOR - UNLOCKED
2. (F) DOOR - OPEN
3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

4. (C) ABORT - DELAYED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	November 19, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3200 hours (Total, all aircraft), 750 hours (Total, this make and model), 3150 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8662Y
<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>	30-1804
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 20, 1991 Annual	<b>Certified Max Gross Wt.:</b>	3780 lbs
<b>Time Since Last Inspection:</b>	42 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2642 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-320-C1A
<b>Registered Owner:</b>	SMITH, JAMES A.	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	SMITH, JAMES A.	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:30 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	WHITEMAN WHP	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1000 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	12	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3960 ft / 40 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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>	1 None	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Llorente, A.

**Additional Participating Persons:** ASI RICHARD WOLF; VAN NUYS , CA

**Original Publish Date:** August 13, 1993

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=27543>

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