



Aviation Investigation Final Report

Location:	CAMARILLO, California	Accident Number:	LAX99LA037
Date & Time:	November 20, 1998, 14:01 Local	Registration:	N7933Y
Aircraft:	Piper PA-30B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

After departing Van Nuys, the multiengine rated pilot and his instructor practiced maneuvers for the commercial multiengine rating. They proceeded to the Camarillo airport to practice landings, and en route the instructor reduced power on the right engine to simulate an engine failure. The pilot thought he was wide turning base to final due to wind, but felt he was still in a good position to land. The instructor felt the approach was angled but would allow a normal landing. On final approach the pilot noted the airspeed was approximately 10 miles per hour faster than the 90 miles per hour recommended approach speed. He lowered 10 degrees of flaps. Several hundred yards short of landing he felt the wind would cause him to land short of the runway threshold so he added power to the left engine and the aircraft immediately yawed to the right. The nose went up and then came down. The right wing struck the ground first and the aircraft came to rest at the right side of the overrun, short of the displaced threshold.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain aircraft control and the flight instructor's inadequate supervision.

Findings

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

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On November 20, 1998, at 1401 hours Pacific standard time, a Piper PA-30B, N7933Y, sustained substantial damage while attempting a simulated single engine landing at the Camarillo, California, airport. The pilot/owner was operating under the provisions of 14 CFR Part 91. The instructional flight departed Van Nuys, California, about 1300. The private, multiengine rated pilot sustained minor injuries; the instructor pilot was not injured. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot was seeking a commercial multiengine rating; he and the instructor had flown three previous flights together. After departure they proceeded to the practice area and conducted their training maneuvers for 10 to 15 minutes, and upon completion, they turned towards Camarillo for practice landings. En route to Camarillo the instructor reduced power on the right engine to simulate an engine failure. The aircraft entered the traffic pattern for runway 26. The pilot stated he felt the wind was strong. He thought he was wide turning base to final because of the wind, but that he was still in a good position to land. The instructor stated the aircraft was angling toward the runway on final but was in position to make a normal landing. The pilot flew the approach 10 miles per hour over the recommended approach speed of 90 miles per hour. He added 10 degrees of flaps. As the pilot was about to initiate his flare he became concerned that the aircraft would touchdown short of the displaced threshold. He added power to the left engine. The airplane immediately yawed to the right; the nose of the aircraft rose up and then fell down. The right wing struck the ground and the aircraft came to rest at the side of the overrun, short of the displaced threshold. Both sets of propeller blades were bent and both engine cowlings exhibited crush damage. The empennage, fuselage, and wings were buckled and crushed.

The pilot had the airplane retrofitted with shoulder harnesses a few years prior to the accident and felt they were a positive factor regarding injuries.

The pilot had 800 hours in this make and model. The instructor had a total of 56.6 hours in multiengine aircraft; 2.3 were in this make and model.

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 23, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1400 hours (Total, all aircraft), 800 hours (Total, this make and model), 1300 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7933Y
Model/Series:	PA-30B PA-30B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-1024
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 15, 1998 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	43 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4600 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-320B1A
Registered Owner:	RJB 700 INC.	Rated Power:	160 Horsepower
Operator:	ROGER J BAUMGARTNER	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:	CMA ,75 ft msl	Distance from Accident Site:	
Observation Time:	14:01 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 15000 ft AGL	Visibility	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	VAN NUYS , CA (VNY)	Type of Flight Plan Filed:	None
Destination:	(CMA)	Type of Clearance:	None
Departure Time:	13:05 Local	Type of Airspace:	Class D

Airport Information

Airport:	CAMARILLO CMA	Runway Surface Type:	Asphalt
Airport Elevation:	75 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	6019 ft / 150 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	34.22945,-119.07061(est)

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	DALE HANSON; VAN NUYS , CA
Original Publish Date:	March 31, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=45369

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