



Aviation Investigation Final Report

Location:	UPLAND, California	Accident Number:	LAX00LA214
Date & Time:	June 3, 2000, 07:19 Local	Registration:	N9207V
Aircraft:	Mooney M20F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane veered off the runway and came to rest in a ditch during takeoff. The pilot reported that the cabin door came open during takeoff. He intended to continue the takeoff and return to land and close the door; however, the passenger in the right front seat distracted him. In the time necessary to calm and reassure the passenger, the pilot lost directional control of the aircraft and it drifted off the runway to the left. The nearest aviation surface weather observation, at an airport 6 miles away, was reporting calm wind conditions.

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 maintain directional control of the aircraft on takeoff after the cabin door became ajar.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. DOOR,PASSENGER - OPEN
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. TERRAIN CONDITION - RAVINE

Factual Information

On June 3, 2000, at 0719 hours Pacific daylight time, a Mooney M20F, N9207V, was substantially damaged when it veered off the runway and came to rest in a ditch during takeoff at Cable Airport, Upland, California. The personal flight, operated by the owner under 14 CFR Part 91, was destined for Jean, Nevada. The certificated private pilot and two passengers were not injured. One other passengers received minor injuries. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot reported that the cabin door came open during takeoff on runway 24 (3,865 feet long x 75 feet wide). He intended to continue the takeoff and return to land and close the door; however, the passenger in the right front seat distracted him. In the time necessary to calm and reassure the passenger, the pilot lost directional control of the aircraft and it drifted off the runway to the left.

The aviation surface weather observation at the Ontario, California, airport (6 miles southeast of Cable) was reporting calm wind conditions.

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 3, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	550 hours (Total, all aircraft), 50 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N9207V
Model/Series:	M20F M20F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	690055
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	February 9, 2000 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	9 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2089 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1A
Registered Owner:	BRUCE A. CUNNINGHAM	Rated Power:	200 Horsepower
Operator:		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:	ONT ,943 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	06:53 Local	Direction from Accident Site:	110°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	61°C / 52°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(CCB)	Type of Flight Plan Filed:	None
Destination:	JEAN , NV (OL7)	Type of Clearance:	None
Departure Time:	07:19 Local	Type of Airspace:	Class G

Airport Information

Airport:	CABLE CCB	Runway Surface Type:	Asphalt
Airport Elevation:	1439 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	
Runway Length/Width:	3865 ft / 75 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 3 None	Latitude, Longitude:	34.100757,-117.660682(est)

Administrative Information

Investigator In Charge (IIC):	Parker, Richard
Additional Participating Persons:	DENNIS L PARR; RIVERSIDE , CA
Original Publish Date:	July 30, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49342

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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](#).