



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SIMI VALLEY, CA	<b>Accident Number:</b>	LAX94LA234
<b>Date &amp; Time:</b>	06/01/1994, 2000 PDT	<b>Registration:</b>	N32532
<b>Aircraft:</b>	PIPER PA-28-151	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

THE STUDENT PILOT REPORTED THAT HE USED HIS FATHER'S AIRPLANE TO PRACTICE FLYING IN PREPARATION FOR THE FAA FLIGHT EXAM. HE LANDED ON A DIRT AIRSTRIP AND THEN ATTEMPTED TO TAKE OFF. ACCORDING TO THE STUDENT, AS THE AIRPLANE WAS LIFTING OFF AT AN AIRSPEED OF ABOUT 70 KNOTS, THE AIRPLANE DRIFTED LEFT AND COLLIDED WITH A TREE NEAR THE RUNWAY. THE PILOT HAD NOT RECEIVED DUAL FLIGHT INSTRUCTION IN 5 MONTHS, AND HAD NOT RECEIVED A LOGBOOK ENDORSEMENT AUTHORIZING SOLO FLYING IN 7 MONTHS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S FAILURE TO PROPERLY ALIGN THE AIRPLANE'S FLIGHTPATH OVER THE RUNWAY DURING INITIAL CLIMB. A CONTRIBUTING FACTOR WAS THE STUDENT PILOT'S TOTAL LACK OF RECENT FLYING EXPERIENCE.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. OBJECT - TREE(S)
2. (F) LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
3. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

On June 1, 1994, at 2000 Pacific daylight time, a Piper PA-28-151, N32532, registered to the pilot's father, collided with a tree during initial climb from an uncontrolled dirt airstrip near Simi Valley, California. Visual meteorological conditions prevailed at the time of the solo instructional flight, and no flight plan was filed. The airplane was substantially damaged, and the student pilot was not injured. The flight originated from the Santa Monica Municipal Airport, Santa Monica, California, at 1815.

The pilot reported to the National Transportation Safety Board that as the airplane was lifting off, at an airspeed of about 70 knots, he drifted left of the runway and the airplane's left wing collided with a tree. Thereafter, the airplane spun around and hit the ground hard. The emergency locator transmitter (ELT) activated, and the airplane came to a stop adjacent to the airstrip pointed in the opposite direction from takeoff.

According to the pilot, there were no mechanical problems with the airplane, and the accident was just his "pilot error." Regarding the pilot's flying experience, the pilot reported that he had logged about 73.1 hours of dual flight instruction and about 16.5 hours of solo pilot flight time. The pilot reported that he last received a logbook endorsement for solo flying in November of 1993. His last flight in an airplane was in the accident airplane, and that flight was made with his flight instructor on January 12, 1994.

In the pilot's completed Aircraft Accident Report, NTSB Form 6120.1, he indicated that during the accident flight he had been practicing for the Federal Aviation Administration (FAA) flight examination.

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/02/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	90 hours (Total, all aircraft), 90 hours (Total, this make and model), 17 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N32532
Model/Series:	PA-28-151 PA-28-151	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	28-7515178
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	07/03/1993, Annual	Certified Max Gross Wt.:	2325 lbs
Time Since Last Inspection:	31 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2877 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E3D
Registered Owner:	JAMES E. CORDIAL	Rated Power:	150 hp
Operator:	CRAIG M. CORDIAL	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:	SANTA MONICA, CA (SMO)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1815 PDT	Type of Airspace:	Class G

## Airport Information

Airport:	PVT DIRT AIRSTRIP	Runway Surface Type:	Dirt
Airport Elevation:	1200 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<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

<b>Investigator In Charge (IIC):</b>	WAYNE POLLACK,	<b>Report Date:</b>	12/19/1994
<b>Additional Participating Persons:</b>	GERALD E PARROTT; VAN NUYS, CA		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).