



National Transportation Safety Board Aviation Accident Data Summary

Location:	Van Nuys, CA	Accident Number:	LAX07MA069
Date & Time:	01/12/2007, 1107 PST	Registration:	N77215
Aircraft:	Cessna 525	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

Line personnel reported that as the airplane was being fueled, the second pilot loaded more than one bag in the left front baggage compartment. With fueling complete, line personnel saw the second pilot pull the front left baggage door down, but not lock or latch it. Witnesses near midfield of the 8,001-foot long runway, reported that the airplane was airborne, and the front left baggage door was closed. Witnesses near the end of the runway, reported that the airplane was about 200 feet above ground level (agl) and they noted that the front left baggage door was open and standing straight up. All of the witnesses reported that the airplane turned slightly left, leveled off, and was slow. The airplane began to descend, and the wings were slightly rocking before it stalled, broke right, and collided with the terrain. Investigators found no anomalies with the airframe or engines that would have precluded normal operation. The forward baggage doors' design incorporates a key lock in the lower center of each door, and two latches in the left and right bottom section of the doors. There are two hinges in the upper left and right sections of the door. The handles latched the door to the door frame in the fuselage. The key would be in the horizontal position in an unlocked condition, and in the vertical position in a locked condition. The front left baggage door was found within the main wreckage debris field and had sustained mechanical and thermal damage. The key lock was in the horizontal position. Several instances of a baggage door opening in flight have been recorded in Cessna Citation airplanes. In some cases, the door separated, and in others it remained attached. The crews of these other airplanes returned to the airport and landed successfully.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain an adequate airspeed during the initial climb resulting in an inadvertent stall/spin. Contributing to the accident were the second pilots inadequate preflight, failure to properly secure the front baggage door, and the front left baggage door opening in flight, which likely distracted the first pilot.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) DOOR,CARGO/BAGGAGE - NOT SECURED
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - COPILOT/SECOND PILOT
3. (F) DOOR,CARGO/BAGGAGE - OPEN
4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. (F) DIVERTED ATTENTION - PILOT IN COMMAND
6. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	72
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	38000 hours (Total, all aircraft), 800 hours (Total, this make and model)		

Co-Pilot Information

Certificate:	Commercial; Private	Age:	49
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1693 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cessna	Registration:	N77215
Model/Series:	525	Engines:	2 Turbo Jet
Operator:	Sunquest Executive Air Charter	Engine Manufacturer:	Williams International
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	FJ44-1A
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	VNY, 802 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	7 knots, 350°
Temperature:	9° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Van Nuys, CA (VNY)	Destination:	Long Beach, CA (LGB)

Airport Information

Airport:	Van Nuys (VNY)	Runway Surface Type:	Asphalt
Runway Used:	34L	Runway Surface Condition:	Dry
Runway Length/Width:	8001 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Latitude, Longitude:	34.225556, -118.493611		

Administrative Information

Investigator In Charge (IIC):	Howard Plagens	Adopted Date:	04/30/2008
Investigation Docket:	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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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