National Transportation Safety Board Washington, DC 20594

Brief of Accident

Adopted 06/21/2000

LAX98LA078

File No. 333	(01/27/1998	VAN NUYS, CA	Aircraft Reg No.	N7921S	Time (Local): 12:30 PST		
Airo Numbo Operating Type of Flig	Make/Model: craft Damage: er of Engines: Certificate(s): ght Operation:	1 None		Crew Pass	Fatal 0 0	Serious 0 0	Minor/None 1 0	
Destination: Airport Proximity:		On Airport VAN NUYS AIRPORT 16R 8001 / 150 Asphalt			Condition of Light: Day Weather Info Src: Weather Observation Facility Basic Weather: Visual Conditions Lowest Ceiling: None Visibility: 6.00 SM Wind Dir/Speed: 090 / 007 Kts Temperature (°C): 21 Precip/Obscuration: None / Haze			
Pilot-in-Command Certificate(s)/Rating(s) Student Instrument Ratings None	Age:	46		Т	Total Las Total M	t Time (Hours) tal All Aircraft: 47 Last 90 Days: Unk/Nr I Make/Model: 26 trument Time: UnK/Nr		

While on the takeoff roll the aircraft pulled hard to the left and the pilot counteracted with full right rudder. The aircraft departed the runway, crossed a grass area and a taxiway, and continued to a ramp area. The pilot was unable to stop the accident aircraft from impacting two parked aircraft. Winds at the time were from 090 degrees at 7 knots. The aircraft was examined on-scene and no mechanical difficulties were noted with the brakes. Flight control continuity was established on scene.

Brief of Accident (Continued)

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

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. WEATHER CONDITION - CROSSWIND

- 2. (C) COMPENSATION FOR WIND CONDITIONS INADEQUATE PILOT IN COMMAND
- 3. (C) DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND

Occurrence #2: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)

Phase of Operation: TAKEOFF - ABORTED

Findings

4. OBJECT - AIRCRAFT PARKED/STANDING

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The student pilot's inadequate compensation for the existing grosswind condition and failure to maintain directional control. A relate

The student pilot's inadequate compensation for the existing crosswind condition and failure to maintain directional control. A related factor was the crosswind.