



National Transportation Safety Board Aviation Accident Final Report

Location:	AVALON, CA	Accident Number:	LAX94LA092
Date & Time:	01/03/1994, 1230 PST	Registration:	N8013Y
Aircraft:	BEECH 76	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

AFTER DEPARTING THE AIRPORT, THE PILOT ELECTED TO FLY LOW BETWEEN TWO MOUNTAIN RANGES. WHILE FLYING THROUGH THE CANYON THE AIRPLANE STRUCK POWERLINES ABOUT 180 FT AGL. THE PILOT WAS ABLE TO MAINTAIN CONTROL OF THE AIRPLANE, AND RETURNED AND LANDED AT THE DEPARTURE AIRPORT WITHOUT FURTHER INCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO SEE AND AVOID THE POWERLINES. A RELATED FACTOR WAS THE PILOT'S POOR JUDGMENT IN FLYING AT LOW ALTITUDE.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. (F) JUDGMENT - POOR - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. OBJECT - WIRE, TRANSMISSION

Factual Information

On January 3, 1994, at 1230 hours Pacific standard time, a Beech 76, N8013Y, collided with wires after departing runway 22 about 7 miles south of Catalina Airport (AVX), Avalon, California. The pilot declared an emergency and returned to AVX and landed without further incident. The pilot was beginning a visual flight rules personal flight to Torrance, California. The airplane, operated by Rolling Hills Aviation, Torrance, California, sustained substantial damage. A small fire erupted from the falling electrical wires, but was quickly extinguished by fire-fighting personnel. The certificated commercial pilot and his two passengers sustained minor injuries. Visual meteorological conditions prevailed.

The pilot submitted a Pilot/Operator Aircraft Accident Report, NTSB Form 6120.1/2, but he did not make any statement regarding the facts, conditions, and circumstances relating to the accident.

Mr. Edward Mays, aviation safety inspector (airworthiness), Federal Aviation Administration (FAA), Long Beach [California] Flight Standards District Office, conducted the on-scene investigation. Inspector Mays reported that shortly after the accident airplane departed the airport the pilot declared an emergency. The airplane landed on runway 22 with substantial damage.

Inspector Mays inspection of the airplane revealed major damage from "...wire strikes...." "The left wing tip was missing and the outer leading edge was torn open and the left aileron was damaged. The right wing was missing a 2 x 2.5 foot portion of the wing outboard of the fuel tank. The right aileron was damaged. There was evidence of wire damage across the aircraft wings, cowling, propellers, and lower antenna. The center portion of the wind screen was broken approximately 2 x 1.5 feet."

Inspector Mays reported that Mr. Cecil Andrews, Southern California Edison Company, reported that the wires spanned 1,000 feet from ridge to ridge on 40 foot poles. The airplane contacted the wires about 180 feet above the ground.

The Los Angeles Sheriff's Department submitted their investigation report to the Safety Board. The investigating deputy reported that the pilot said he did not have his pilot or medical certificate with him; the certificates were in his automobile. He also said that he had flown to AVX for lunch with his two cousins.

When questioned by the deputy concerning the events of the accident, the pilot said that after departing runway he turned to the south and "...flew low between the saddle of Mt. Orizaba and Mt. Banning...." He then turned right and angled toward Sweetwater Canyon at an altitude below the ridge line toward the ocean. While flying low through the canyon the pilot heard a "...very loud noise and realized the top half of the windshield had broke and been blown into the cockpit..."

The pilot was able to maintain control of the airplane and returned to the airport.

Pilot Information

Certificate:	Commercial	Age:	31, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/06/1993
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	4200 hours (Total, all aircraft), 250 hours (Total, this make and model), 3800 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N8013Y
Model/Series:	76 76	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	ME-413
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	100 Hour	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360
Registered Owner:	ROLLING HILLS AVIATION	Rated Power:	180 hp
Operator:	ROLLING HILLS AVIATION	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	LRZA

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	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18° C / 4° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	TORRANCE, CA (TOA)	Type of Clearance:	None
Departure Time:	1225 PST	Type of Airspace:	Class G

Airport Information

Airport:	CATALINA (AVX)	Runway Surface Type:	Asphalt
Airport Elevation:	1602 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	3240 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	A. D LLORENTE,	Report Date:	01/03/1995
Additional Participating Persons:	RAY E EVANS; LONG BEACH, CA		
Publish Date:			
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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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](#).