



National Transportation Safety Board Aviation Accident Final Report

Location:	GOLETA, CA	Accident Number:	LAX91FA012
Date & Time:	10/21/1990, 1802 PDT	Registration:	N13670
Aircraft:	CESSNA 172M	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 3 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT WAS INSTRUCTED TO ENTER A LEFT BASE LEG IN THE TRAFFIC PATTERN TO LAND ON RWY 25, FOR THE PURPOSE OF MAINTAINING SEPARATION FROM OTHER LANDING TRAFFIC. THE AIR TRAFFIC CONTROLLER ADDITIONALLY INSTRUCTED THE PLT TO MAKE THE BASE LEG SQUARE. REVIEW OF THE AIRPLANE'S FLIGHT PATH AS DEPICTED BY FAA DRAWINGS ILLUSTRATED AN APPROACH PATTERN SIMILAR TO A LONG FINAL APPROACH. WITNESSES ON THE GROUND ABOUT 1 1/2 MILES FROM THE AIRPORT ON THE RWY 25 EXTENDED CENTERLINE STATED THAT THE AIRPLANE OVERFLEW THEIR HOMES AT A LOW ALTITUDE. THERE WERE NO REPORTS OF UNUSUAL ENGINE NOISES. AIR TRAFFIC CONTROLLERS OBSERVED THE AIRPLANE IN A RAPID DESCENT IMMEDIATELY BEFORE THE ACCIDENT. THERE WAS NO EVIDENCE OF MECHANICAL FAILURE OR MALFUNCTION WITH THE AIRPLANE BEFORE THE ACCIDENT. THE AZIMUTH AND ANGLE ABOVE THE HORIZON OF THE SUN WAS 241.1 DEG AND 2.8 DEG. RESPECTIVELY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN PROPER GLIDEPATH WHILE ON FINAL APPROACH. A CONTRIBUTING FACTOR WAS SUNGLARE.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) LIGHT CONDITION - SUNGLARE
2. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. OBJECT - GUY WIRE
4. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/27/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	118 hours (Total, all aircraft), 40 hours (Total, this make and model), 64 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N13670
Model/Series:	172M 172M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	62929
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/10/1990, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	22 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5758 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E2D
Registered Owner:		Rated Power:	150 hp
Operator:	MERCURY AIR CENTER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	SBA, 0 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	1802 PDT	Direction from Accident Site:	70°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18° C / -18° C
Precipitation and Obscuration:			
Departure Point:	SANTA PAULA, CA (SZP)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1700 PDT	Type of Airspace:	Class D; Class E

Airport Information

Airport:	SANTA BARBARA (SBA)	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	6049 ft / 150 ft	VFR Approach/Landing:	Full Stop; Straight-in

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	T.H. WILCOX	Report Date:	12/30/1992
Additional Participating Persons:			
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](#).