



Aviation Investigation Final Report

Location:	AVALON, California	Accident Number:	LAX92LA386
Date & Time:	May 2, 1992, 16:23 Local	Registration:	N583T
Aircraft:	BEECH A36	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

FLIGHT WAS RECEIVING VFR FLIGHT FOLLOWING THRU THE LOS ANGELES TCA. AT ABOUT 1620, FLIGHT WAS HANDED OFF TO ANOTHER SECTOR CONTROLLER AND GIVEN A FREQ CHANGE. THE PILOT ACKNOWLEDGED. HE DID NOT CONTACT THE NEW SECTOR CONTROLLER, AND NO FURTHER RADIO COMMUNICATIONS WERE NOTED. RECORDED RADAR DATA SHOWS THAT THE AIRCRAFT MAINTAINED A STRAIGHT GROUND TRACK AT 5,500 FT DURING THE HANDOFF AND FREQ CHANGE ASSIGNMENT. AT 1622:37, THE ALTITUDE CHANGED TO 5,300 FT. DURING THE NEXT 18 SECONDS THE ALTITUDE DECREASED TO 3,100 FT AT AN AVERAGE RATE OF DESCENT OF ABOUT 7,000 FPM. THE LAST RECORDED RADAR POSITION IS OVER THE PACIFIC OCEAN MID CHANNEL BETWEEN THE MAINLAND AND CATALINA ISLAND. THERE WERE NO KNOWN MAINTENANCE DISCREPANCIES AGAINST THE AIRCRAFT, AND THE AIRCRAFT IS ESTIMATED TO HAVE HAD ABOUT 34 GALS OF FUEL ON BOARD. THE PILOT HAD BEEN INVOLVED IN AN AUTOMOBILE ACCIDENT 1 WEEK EARLIER; HE HAD REPORTEDLY FELL ASLEEP WHILE DRIVING. HE ALSO REPORTEDLY HAD 'VERY BAD BRUISES ON HIS BODY IN THE AREA OF THE SEAT BELT AND SHOULDER HARNESS.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF CONTROL DUE TO PILOT INCAPACITATION FOR AN UNDETERMINED REASON(S).

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) AIRCRAFT CONTROL - UNCONTROLLED - PILOT IN COMMAND
2. (C) INCAPACITATION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	October 19, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2700 hours (Total, all aircraft), 2500 hours (Total, this make and model), 2600 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N583T
Model/Series:	A36 A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-1020
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 4, 1992 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3635 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-BA
Registered Owner:	ROBERT O. GIBBEL	Rated Power:	285 Horsepower
Operator:	ROBERT O. GIBBEL	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SNA ,54 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	15:46 Local	Direction from Accident Site:	5°
Lowest Cloud Condition:	20000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PASO ROBLES , CA (PRB)	Type of Flight Plan Filed:	None
Destination:	SAN DIEGO , CA (MYF)	Type of Clearance:	VFLF
Departure Time:	15:10 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	33.379703,-118.450592(est)

Administrative Information

Investigator In Charge (IIC): Rich, Jeff

Additional Participating Persons: JOE BRASHER; LONG BEACH , CA

Original Publish Date: September 29, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=27764>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).