



# Aviation Investigation Final Report

<b>Location:</b>	SAN DIEGO, California	<b>Accident Number:</b>	LAX95LA032
<b>Date &amp; Time:</b>	November 6, 1994, 14:09 Local	<b>Registration:</b>	N276VM
<b>Aircraft:</b>	BEECH 65-90	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 13 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Other work use		

## Analysis

THE AIRCRAFT WAS DAMAGED WHEN A SPORT PARACHUTIST COLLIDED WITH THE HORIZONTAL STABILIZER WHILE EXITING THE AIRCRAFT AT 13,000 FEET MSL. ACCORDING TO STATEMENTS FROM THE PILOTS AND OTHER JUMPERS ON BOARD THE AIRCRAFT, THE INJURED JUMPER'S RESERVE PARACHUTE DEPLOYED AS HE EXITED THE DOOR. THE PARACHUTE MOMENTARILY DRAPED OVER THE LEFT LEADING EDGE OF THE HORIZONTAL STABILIZER, THEN AS THE CANOPY DEPLOYED, THE JUMPER WAS PULLED OVER THE HORIZONTAL STABILIZER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the inadvertent and premature deployment of the jumper's reserve parachute as he exited the aircraft.

## Findings

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

### Findings

1. (C) MISCELLANEOUS - INADVERTENT ACTIVATION - PASSENGER

## Factual Information

On November 6, 1994, at 1409 Pacific standard time, a Beech 65- 90, N276VM, was damaged when a sport parachutist collided with the horizontal stabilizer while exiting the aircraft at 13,000 feet msl near San Diego, California. The aircraft, owned and operated by Nuway, Inc., of Wilmington, Delaware, was engaged in parachute jump operations under contract to Air Adventures, San Diego, California. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft incurred substantial damage to the left horizontal stabilizer skin, spar, and stabilizer attach points. The jumper who collided with the aircraft sustained serious injuries; however, the 2 airline transport pilots and the remaining 11 parachutists on board were not injured. The flight originated at Brown Field, San Diego, California, at 1350 on the day of the accident.

According to statements from the pilots and other jumpers on board the aircraft, the injured jumper's reserve parachute deployed as he exited the door. The parachute momentarily draped over the left leading edge of the horizontal stabilizer, then as the canopy deployed, the jumper was pulled over the horizontal.

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	June 8, 1994
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2232 hours (Total, all aircraft), 510 hours (Total, this make and model), 2141 hours (Pilot In Command, all aircraft), 174 hours (Last 90 days, all aircraft), 54 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N276VM
<b>Model/Series:</b>	65-90 65-90	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	LJ-81
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	15
<b>Date/Type of Last Inspection:</b>	September 27, 1994 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	9300 lbs
<b>Time Since Last Inspection:</b>	33 Hrs	<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	7819 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6A-20
<b>Registered Owner:</b>	NUWAY, INC.	<b>Rated Power:</b>	500 Horsepower
<b>Operator:</b>	JEFFREY L. OBERING	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	NUWAY, INC.	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(SDM)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(SDM)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:50 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious, 11 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 13 None	<b>Latitude, Longitude:</b>	32.550189,-117.040611(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Rich, Jeff
<b>Additional Participating Persons:</b>	DAN JOHNSON; SAN DIEGO , CA
<b>Original Publish Date:</b>	October 13, 1995
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=28979">https://data.ntsb.gov/Docket?ProjectID=28979</a>

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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](#).