



# Aviation Investigation Final Report

<b>Location:</b>	LAKE WALES, Florida	<b>Accident Number:</b>	MIA00LA205
<b>Date &amp; Time:</b>	July 2, 2000, 14:00 Local	<b>Registration:</b>	N983K
<b>Aircraft:</b>	Beech 65-A90	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	7 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

After takeoff the pilot raised the landing gear and then had to take evasive action to the right to avoid a flock of birds. As he performed the evasive maneuver, he raised the flaps. The aircraft was slow, and he kept the nose down to build up speed for the climb. Just as he was to commence the climb, he caught a glimpse of a wire ahead. He pulled up rapidly, but contacted the wire with the right wing. The wire broke. He entered downwind and landed on runway 6. The pilot stated that he was fatigued, frustrated, and disappointed after he had worked straight for the previous 3 weeks, and had been unable to get a day off.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate visual lookout while maneuvering to avoid a flock of birds shortly after takeoff, resulting in the aircraft colliding with a wire. A factor in the accident was the pilot's fatigue after having worked everyday for the previous 3 weeks.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

- Findings  
1. OBJECT - WIRE,STATIC

2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (F) FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND

## Factual Information

On July 2, 2000, about 1400 eastern daylight time, a Beech 65-A90, N983K, registered to Silver Lining Service, Inc., collided with wires during takeoff from Lake Wales Municipal Airport, Lake Wales, Florida, while on a Title 14 CFR Part 91 parachute flight. Visual meteorological conditions prevailed at the time and no flight plan was filed for the local flight. The aircraft received substantial damage and the commercial-rated pilot and six parachutists were not injured. The flight was originating at the time of the accident.

The pilot stated he took off on runway 6. After takeoff he raised the landing gear and then had to take evasive action to the right to avoid a flock of birds. As he performed the evasive maneuver, he raised the flaps. The aircraft was slow, and he kept the nose down to build up speed for the climb. Just as he was to commence the climb, he caught a glimpse of a wire ahead. He pulled up rapidly, but contacted the wire with the right wing. The wire broke. He entered downwind and landed on runway 6. The pilot stated that he was fatigued, frustrated, and disappointed after he had worked straight for the previous 3 weeks, and had been unable to get a day off.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	September 22, 1999
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1650 hours (Total, all aircraft), 110 hours (Total, this make and model), 1570 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N983K
<b>Model/Series:</b>	65-A90 65-A90	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	LJ-169
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	October 10, 1999 AAIP	<b>Certified Max Gross Wt.:</b>	6300 lbs
<b>Time Since Last Inspection:</b>	120 Hrs	<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	8900 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	PT6A-20
<b>Registered Owner:</b>	SILVER LINING SERVICE INC.	<b>Rated Power:</b>	500 Horsepower
<b>Operator:</b>	SKYDIVE LAKE WALES	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<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>	BOW ,125 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	13:52 Local	<b>Direction from Accident Site:</b>	290°
<b>Lowest Cloud Condition:</b>	Scattered / 4000 ft AGL	<b>Visibility</b>	12 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	32°C / 20°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(X07 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	LAKE WALES X07	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	126 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	6	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3800 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	6 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	7 None	<b>Latitude, Longitude:</b>	27.899135,-81.579162(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kennedy, Jeffrey
<b>Additional Participating Persons:</b>	FRANK RIOS; ORLANDO , FL
<b>Original Publish Date:</b>	December 4, 2000
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=49616">https://data.ntsb.gov/Docket?ProjectID=49616</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).