



# Aviation Investigation Final Report

<b>Location:</b>	LANCASTER, California	<b>Accident Number:</b>	LAX00LA267
<b>Date &amp; Time:</b>	July 15, 2000, 11:50 Local	<b>Registration:</b>	N8768D
<b>Aircraft:</b>	Piper PA-22-160	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was on approach to the dirt airstrip where he based his airplane when he encountered wind gusts, which he said buffeted him around and caused a loss of lift. The airplane came into contact with power lines, which were about 30 feet agl. The airplane descended nose first and struck the ground.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for gusty winds conditions that resulted in the collision with a power line during final approach.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

## Factual Information

On July 15, 2000, at 1150 hours Pacific daylight time, a Piper PA-22-160, N8768D, collided with power lines on approach to a dirt airstrip at Lancaster, California. The private pilot and his passenger sustained minor injuries. The airplane, owned and operated by the pilot, sustained substantial damage during the contact with the power lines. The personal cross-country flight was conducted under CFR Part 91 when the accident occurred. The airplane had taken off from Tehachapi at 1100, and was destined for Little Buttes Antique Airstrip in Lancaster. Visual meteorological conditions prevailed at the time of the accident and a flight plan was not filed.

The pilot said he was lined up on approach to the dirt runway in a westerly direction when the wind buffeted him around and caused a loss of lift. The tail wheel of the airplane struck a power line about 30 feet above ground level (agl), and the airplane descended to a nose first ground impact. The impact caused damage to the propeller, the landing gear, left rear strut and bottom of the fuselage.

The Federal Aviation Administration inspector who examined the accident site at the request of the Safety Board stated that the power lines were about 30 feet agl, and that they were marked with orange balls. Winds at nearby Lancaster Fox Field at the time of the accident were 230 degrees at 13 knots, gusting to 22 knots.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	74, Male
<b>Airplane Rating(s):</b>	Single-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 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 20, 2000
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	878 hours (Total, all aircraft), 454 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hour (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N8768D
<b>Model/Series:</b>	PA-22-160 PA-22-160	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-5955
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 4, 1999 Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>	48 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3042 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-A2A
<b>Registered Owner:</b>	ROBERT MILTON CRITCHLOW	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<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>	WJF ,2347 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	11:55 Local	<b>Direction from Accident Site:</b>	105°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots / 22 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	93°C / 43°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	TEHACHAPI , CA (L94 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(1CL1)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	LITTLE BUTTE ANTIQUE ICL1	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	2400 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2900 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	34.720138,-118.480697(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Childress, Deborah
<b>Additional Participating Persons:</b>	GARY BARNER; VAN NUYS , CA
<b>Original Publish Date:</b>	November 1, 2001
<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=49715">https://data.ntsb.gov/Docket?ProjectID=49715</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](#).