



National Transportation Safety Board Aviation Accident Final Report

Location:	TEMPLE, Texas	Accident Number:	FTW85FA261
Date & Time:	June 23, 1985, 16:20 Local	Registration:	N8496J
Aircraft:	CESSNA 150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

A MIDAIR COLLISION OCCURRED BETWEEN A CESSNA 150 IN THE TRAFFIC PATTERN AND A CESSNA 152 ON A LONG LOW FINAL TO THE SAME RUNWAY. THE CESSNA 152'S RADIO WAS MISTUNED, AND THE CESSNA 150 HAD NO RADIO INSTALLED. NEITHER COULD HAVE HEARD WARNINGS BROADCAST BY ANOTHER AIRCRAFT. AT THE TIME OF THE ACCIDENT, THE CESSNA 152 CAME BETWEEN THE CESSNA 150 AND THE SUN DURING THE LAST MINUTE OF THE FLIGHT. THE CESSNA 150 WAS HIDDEN FROM THE CESSNA 152'S PILOT'S VIEW BY THE LEFT WING. NO OBSTRUCTION WAS FOUND TO ACCOUNT FOR EITHER AIRCRAFT NOT SEEING AND AVOIDING THE OTHER PRIOR TO THOSE POSITIONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (C) COMM/NAV EQUIPMENT - LACK OF
2. (C) PLANNING/DECISION - PERFORMED - PILOT IN COMMAND
3. (C) RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
4. (F) LIGHT CONDITION - SUNGLARE
5. (C) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

6. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor; Military	Age:	30, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 10, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2800 hours (Total, all aircraft), 800 hours (Total, this make and model), 2800 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8496J
Model/Series:	150 150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15066396
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	February 22, 1985 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3125 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200A
Registered Owner:		Rated Power:	100 Horsepower
Operator:		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:	TPL ,682 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	16:51 Local	Direction from Accident Site:	170°
Lowest Cloud Condition:	Unknown	Visibility	12 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31 °C / 20 °C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KILLEEN , TX (ILE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	DRAUGHON-MILLER TPL	Runway Surface Type:	Asphalt
Airport Elevation:	682 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	6300 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal, 1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious	Latitude, Longitude:	31.079734, -97.249542(est)

Administrative Information

Investigator In Charge (IIC): Daugherty, J

Additional Participating
Persons:

Original Publish Date:

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=21558>

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).



National Transportation Safety Board Aviation Accident Final Report

Location:	TEMPLE, Texas	Accident Number:	FTW85FA261
Date & Time:	June 23, 1985, 16:20 Local	Registration:	N48891
Aircraft:	CESSNA 152	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

A MIDAIR COLLISION OCCURRED BETWEEN A CESSNA 150 IN THE TRAFFIC PATTERN AND A CESSNA 152 ON A LONG LOW FINAL TO THE SAME RUNWAY. THE CESSNA 152'S RADIO WAS MISTUNED, AND THE CESSNA 150 HAD NO RADIO INSTALLED. NEITHER COULD HAVE HEARD WARNINGS BROADCAST BY ANOTHER AIRCRAFT. AT THE TIME OF THE ACCIDENT, THE CESSNA 152 CAME BETWEEN THE CESSNA 150 AND THE SUN DURING THE LAST MINUTE OF THE FLIGHT. THE CESSNA 150 WAS HIDDEN FROM THE CESSNA 152'S PILOT'S VIEW BY THE LEFT WING. NO OBSTRUCTION WAS FOUND TO ACCOUNT FOR EITHER AIRCRAFT NOT SEEING AND AVOIDING THE OTHER PRIOR TO THOSE POSITIONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) COMM/NAV EQUIPMENT - IMPROPER
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. (C) RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
4. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. (C) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Student	Age:	24, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 29, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	24 hours (Total, all aircraft), 21 hours (Total, this make and model), 3 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N48891
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15281033
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	June 18, 1985 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1327 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:		Rated Power:	108 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	CARDINAL AVIATION	Operator Designator Code:	

Meteorological Information and Flight Plan

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