



National Transportation Safety Board Aviation Accident Final Report

Location:	LINCOLN, CA	Accident Number:	LAX98LA253B
Date & Time:	08/01/1998, 1215 PDT	Registration:	N4451R
Aircraft:	Cessna 172M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

Both aircraft collided on short final approach to the runway. Examination of both aircraft disclosed that the Yak-55M descended on top of the Cessna 172 while over the threshold. The pilot of the Yak-55M stated that he was returning to the field after practicing aerobatic maneuvers and entered left traffic for runway 15 by crossing over the runway at midfield. As he overflew the runway he heard an aircraft call on final approach for runway 15 over the CTAF. He observed an aircraft on a 1/2-mile final and followed that aircraft on a short turning base to final approach. As he rolled out on final and prepared to flare, he felt the collision with an unseen aircraft. The pilot of the Cessna 172 stated that he was in the traffic pattern practicing takeoffs and landings. He said that he called on the CTAF number three for landing behind a Cessna 150 and extended his pattern slightly to allow time for that aircraft to clear the runway. The pilot also reported that he announced his position while on base and final approach. Just as he was flaring the aircraft, he felt a jolt and the aircraft was forced down onto the runway. The pilot of a Cessna 150 in the pattern behind the Cessna 172 stated that he was on downwind when the Yak-55M crossed over the field and cut him off while turning on downwind. The witness reported that the Yak-55M nearly hit his aircraft.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot of the other aircraft's inadequate visual lookout

Findings

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

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Factual Information

On August 1, 1998, at 1215 hours Pacific daylight time, a Yakolev YAK-55M, N910RT, collided with a Cessna 172M, N4451R, while both aircraft were on short final approach to runway 15 at the Lincoln, California, airport. Both aircraft sustained substantial damage. Neither of the respective private pilots, the sole occupants of their aircraft, were injured. Visual meteorological conditions prevailed and flight plans were not filed for either operation. The Yakolev, owned and operated by its pilot, was returning to the airport at the conclusion of a local area personal flight, which originated about 1130. The Cessna, rented by its pilot from the operator, Atkin Air at the Lincoln airport, was in the traffic pattern performing takeoff and landing practice.

Federal Aviation Administration (FAA) inspectors from the Sacramento, California, Flight Standards District Office responded to the accident site, examined the two aircraft, and interviewed both pilots and a witness to the accident.

The pilot of the Yak-55M stated that he was returning to the field after practicing aerobatic maneuvers and entered left traffic for runway 15 by crossing over the runway at midfield. As he overflew the runway he heard an aircraft call on final approach for runway 15 over the Common Traffic Advisory Frequency (CTAF). He observed an aircraft on a 1/2-mile final and followed that aircraft on a short turning base to final approach. As he rolled out on final and prepared to flare, he felt the collision with an unseen aircraft.

The pilot of the Cessna 172 stated that he was in the traffic pattern practicing takeoffs and landings. He stated that he called on the CTAF number three for landing behind a Cessna 150 and extended his pattern slightly to allow time for that aircraft to clear the runway. The pilot also reported that he announced his position while on base and final approach. Just as he was flaring the aircraft, he felt a jolt and the aircraft was forced down onto the runway.

The pilot of a Cessna 150 in the pattern behind the Cessna 172 stated that he was on downwind when the Yak-55M crossed over the field and cut him off while turning on downwind. The witness reported that the Yak-55M nearly hit his aircraft.

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	07/17/1998
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	700 hours (Total, all aircraft), 24 hours (Total, this make and model), 502 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4451R
Model/Series:	172M 172M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17263193
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	07/24/1998, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	4 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1542 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-H2AD
Registered Owner:	SANDRA J. LEDREW	Rated Power:	150 hp
Operator:	ATKIN AIR	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MYV, 62 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	1150 PDT	Direction from Accident Site:	300°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	45 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	32° C / 17° C
Precipitation and Obscuration:			
Departure Point:	(LHM)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1130 PDT	Type of Airspace:	Class E

Airport Information

Airport:	LINCOLN REGIONAL (LHM)	Runway Surface Type:	Asphalt
Airport Elevation:	123 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	6001 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JEFF RICH	Report Date:	03/30/2000
Additional Participating Persons:	KEN MEYER; SACRAMENTO, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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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](#).