



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BROOKEVILLE, MD	<b>Accident Number:</b>	NYC92FA093A
<b>Date &amp; Time:</b>	06/01/1992, 1147 EDT	<b>Registration:</b>	N738YV
<b>Aircraft:</b>	CESSNA 172N	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

CESSNA 172, N738TV, & CESSNA R182, N4445R, WERE BEING OPERED BY CONGRESSIONAL AIR AT MONTGOMERY COUNTY AIRPARK. THE 172 WAS RTRNG TO THE ARPT AT AN ALT OF 2500 FT DRG A DUAL TRNG FLT. THE R182 HAD DEPD FROM BALTIMORE & WAS ALSO INBOUND TO THE ARPT, BUT AT 1500 FT. THE CFI IN THE 172 ADZD THE R182 PLTS THAT HE WOULD CIRCLE A LANDFILL NEAR THE ARPT, THEN FOLLOW THE R182 TO THE ARPT. THE R182 PLT RPRTD HE SAW THE 172 PASSING IN FRONT OF HIS ACFT IN THE OPPOSITE DRCTN (AT A DSTC OF ABT 1/2 TO 3/4 MI); 'AFTER A MINUTE' HE LOOKED OUT THE RGT WINDOW & SAW THE 172 CONVERGING IN A DSCNDG RGT TURN. HE TRIED TO AVOID A COLLISION, BUT WAS UNABLE. THE 172 WENT INTO AN UNCTLD DSCNT & CRASHED; THE R182 PLT MADE A FORCED LNDG IN A WHEAT FLD. AN EXAM OF THE 172 REVEALED THAT ABT 3-1/2 FT OF THE LEFT OUTBOARD WING SECTION WAS MISSING. THIS SECTION WAS FOUND EMBEDDED IN THE RGT SIDE OF THE R182'S FUSELAGE, JUST BEHIND THE ENG.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER INFLIGHT PLANNING/DECISION BY THE FLIGHT INSTRUCTOR (PIC/CFI) IN THE CESSNA 172, HIS MISJUDGEMENT OF DISTANCE BETWEEN THE TWO AIRPLANES, AND INADEQUATE VISUAL LOOKOUT BY BOTH PILOTS IN THE CESSNA 172.

## Findings

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Occurrence #1: MIDAIR COLLISION  
Phase of Operation: MANEUVERING

### Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
  2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND(CFI)
  3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
  4. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/30/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1430 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N738YV
<b>Model/Series:</b>	172N 172N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	70350
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	01/02/2000, 100 Hour	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-H2AD
<b>Registered Owner:</b>	GLASSMAN AVIATION INC.	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	CONGRESSIONAL AIR	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BWI, 146 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1153 EDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 4800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	20° C / 12° C
Precipitation and Obscuration:			
Departure Point:	GAITHERSBURG, MD (GAI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1030 EDT	Type of Airspace:	Class E

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	GREGORY A FEITH	Report Date:	05/28/1993
Additional Participating Persons:	LEO KUNEMAN; BALTIMORE, MD ANDREW HALL; WICHITA, KS		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).