



National Transportation Safety Board Aviation Accident Final Report

Location:	LAKEVILLE, MN	Accident Number:	CHI92LA036B
Date & Time:	12/01/1991, 1520 CST	Registration:	N52762
Aircraft:	CESSNA 177RG	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor, 2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT OF A HIGH WING, SINGLE ENGINE AIRPLANE WAS FLYING A PUBLISHED ILS APPROACH AS GUIDANCE TO A RUNWAY HE INTENDED TO LAND ON. THE PILOT STATED THAT HE ANNOUNCED HIS POSITION THREE TIMES DURING THE APPROACH. THE PILOT STATED THAT HE HEARD THE PILOT OF ANOTHER AIRPLANE ANNOUNCE HIS POSITION ON BASE LEG FOR THE SAME RUNWAY HE WAS INTENDING TO LAND ON. HE STATED THAT HE COULD NOT SEE THE OTHER AIRPLANE AND DID NOT ASK THE PILOT OF THAT AIRPLANE TO RE-STATE HIS POSITION. HE CONTINUED INBOUND AND, DURING THE FLARE FOR LANDING, A LOW WING AIRPLANE LANDED ON TOP OF HIS AIRPLANE. AN ON-SCENE INVESTIGATION REVEALED THAT BOTH AIRPLANES WERE WHITE IN OVERALL COLOR WITH DARK TRIM. THE TERRAIN BOTH AIRPLANES WERE OPERATING OVER WAS SNOW COVERED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF BOTH PILOTS TO MAINTAIN VISUAL SEPARATION FROM EACH OTHER. CONTRIBUTING FACTORS TO THIS ACCIDENT WERE AN INADEQUATE VISUAL LOOKOUT BY BOTH PILOTS AND THE PILOT-IN-COMMAND'S FAILURE TO FOLLOW PROCEDURES AND DIRECTIVES.

Findings

Occurrence #1: MIDAIR COLLISION

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. TERRAIN CONDITION - SNOW COVERED
2. (F) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (F) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
4. (C) VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND
5. (C) VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
6. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. TERRAIN CONDITION - RUNWAY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	32, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/07/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2300 hours (Total, all aircraft), 61 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N52762
Model/Series:	177RG 177RG	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1266
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	04/04/1991, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	264 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2052 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	I0-360
Registered Owner:	AIR LAKES AERO INC.	Rated Power:	200 hp
Operator:	AIR LAKES AERO INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MSP, 840 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1451 CST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	17 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	MINERAL PIONT, WI (C32)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1335 CST	Type of Airspace:	Class G

Airport Information

Airport:	AIR LAKES (Y12)	Runway Surface Type:	Asphalt
Airport Elevation:	960 ft	Runway Surface Condition:	Ice
Runway Used:	29	IFR Approach:	
Runway Length/Width:	4098 ft / 75 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Frank S Gattolin	Report Date:	01/22/1993
Additional Participating Persons:	WILLIAM BERG; MINNEAPOLIS, MN		
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.nts.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](#).