



National Transportation Safety Board Aviation Accident Data Summary

Location:	FLORENCE, AL	Accident Number:	ATL90FA139A
Date & Time:	07/01/1990, 1723 CDT	Registration:	N2409K
Aircraft:	PIPER PA-38-112	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

THE PILOTS OF TWO SIMILAR PA-38-112 AIRPLANES WERE FILED FOR SEPARATE VFR CROSS COUNTRY FLIGHTS. AFTER AN INTERMEDIATE STOPOVER AT AN AIRPORT AWAY FROM HOME BASE, THE TWO AIRPLANES JOINED UP AND BEGAN FLYING IN FORMATION. ACCORDING TO A WITNESS, THE TRAILING AIRPLANE (N2409K) COLLIDED WITH THE LEADING AIRPLANE (N2437K) FROM THE REAR WHILE MANEUVERING. IMPACT, PAINT AND RUBBER TRANSFER MARKS INDICATED THAT N2409K COLLIDED WITH N2437K FROM THE REAR, RIGHT SIDE. THE FLIGHT SCHOOL FROM WHICH THE PILOTS WERE ENROLLED EXPRESSLY PROHIBITED FORMATION FLYING OF ANY TYPE. THE PIC'S OF EACH AIRPLANE HAD LOGGED ABOUT 118 HOURS EACH PRIOR TO THE ACCIDENT, AND HAD RECEIVED THEIR PILOT CERTIFICATES THE MONTH PRIOR TO THE ACCIDENT. THE PILOTS AND PILOT RATED PASSENGERS WERE ALL SPANISH CITIZENS.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT-IN-COMMAND OF N2409K TO MAINTAIN SAFE SEPARATION FROM N2437K DURING UNAUTHORIZED FORMATION MANEUVERING. OVERCONFIDENCE IN PERSONAL ABILITY AND THE EXECUTIVE OF UNAUTHORIZED FORMATION FLIGHT ON THE PART OF BOTH PILOTS-IN-COMMAND WERE FACTORS IN THE ACCIDENT. THE LACK OF TOTAL EXPERIENCE OF BOTH PILOTS-IN-COMMAND WAS ALSO A FACTOR IN THE ACCIDENT.

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT OF OTHER AIRCRAFT
4. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT OF OTHER AIRCRAFT
5. (F) PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
6. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. (F) PROCEDURES/DIRECTIVES - DISREGARDED - PILOT OF OTHER AIRCRAFT
8. (F) LACK OF TOTAL EXPERIENCE - PILOT OF OTHER AIRCRAFT
9. (C) CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
10. (F) FORMATION FLYING - IMPROPER - PILOT OF OTHER AIRCRAFT

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

Pilot Information

Certificate:	Private	Age:	27
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	118 hours (Total, all aircraft), 5 hours (Total, this make and model), 42 hours (Pilot In Command, all aircraft), 86 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2409K
Model/Series:	PA-38-112 PA-38-112	Engines:	1 Reciprocating
Operator:	BOLIVAR AIRCRAFT SALES, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-L2C
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MSL, 550 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 25000 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 290°
Temperature:	33° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	HUNTSVILLE, AL (HSV)	Destination:	BOLIVAR, TN (M08)

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): RALPH E HICKS

Adopted Date: 09/21/1992

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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