



National Transportation Safety Board Aviation Accident Final Report

Location:	SATICOY, CA	Accident Number:	LAX88FA146B
Date & Time:	04/01/1988, 1022 PST	Registration:	N98955
Aircraft:	CESSNA 172P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Serious

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

A CERTIFICATED PRIVATE PILOT AND HIS INSTRUCTOR, CONDUCTING TRAINING IN A 172P, WERE TURNING LEFT TO A SOUTHEASTERLY HEADING AT 3,400 FEET MSL, NEAR AN UNCONTROLLED AIRPORT. A CESSNA 172N ON A PLEASURE FLIGHT IN THE VICINITY WAS CLIMBING ON A SOUTHWESTERLY HEADING TO A CRUISE ALTITUDE OF 4,500 FEET MSL. A THIRD 172 WAS CLIMBING THROUGH 3,400 FEET MSL TO A 7,500 FEET MSL ALTITUDE ON A NORTHWEST HEADING. AS THE THREE AIRCRAFT MERGED AT 3,400 FEET MSL THE INSTRUMENT TRAINING CESSNA 172P AND THE PLEASURE FLIGHT CESSNA 172N COLLIDED. THE CESSNA 172P'S EMPENNAGE WAS SEVERED AND THE AIRCRAFT PLUMMETED TO THE GROUND. THE IMPACT FATALLY INJURED THE INSTRUCTOR PILOT AND SERIOUSLY INJURED THE PRIVATE PILOT. THE CESSNA 172N WAS SUBSTANTIALLY DAMAGED BUT LANDED WITHOUT FURTHER INCIDENT. THE THIRD AIRCRAFT WAS NOT INVOLVED IN THE COLLISION AND ITS PILOT DID NOT OBSERVE THE OTHER AIRCRAFT.

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: MANEUVERING

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/21/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	567 hours (Total, all aircraft), 248 hours (Total, this make and model), 501 hours (Pilot In Command, all aircraft), 106 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N98955
Model/Series:	172P 172P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17276385
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	03/17/1988, 100 Hour	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	36 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1228 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-D2J
Registered Owner:	UNKNOWN	Rated Power:	160 hp
Operator:	UNKNOWN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OXR, 43 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	1020 PST	Direction from Accident Site:	212°
Lowest Cloud Condition:	Thin Broken / 25000 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C / 0° C
Precipitation and Obscuration:			
Departure Point:	CAMARILLO, CA (CMA)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	0930 PST	Type of Airspace:	Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JAMES A WALL	Report Date:	01/16/1990
Additional Participating Persons:	LADD SCOTT; VAN NUYS, CA JAMES PUCKET; VAN NUYS, 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.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](#).