



National Transportation Safety Board Aviation Accident Data Summary

Location:	SATICOY, CA	Accident Number:	LAX88FA146B
Date & Time:	04/01/1988, 1022 PST	Registration:	N98955
Aircraft:	CESSNA 172P	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 FATALY 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

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

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	35
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
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	Engines:	1 Reciprocating
Operator:	UNKNOWN	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-D2J
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:	OXR, 43 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 200°
Temperature:	22° C	Visibility	40 Miles
Precipitation and Obscuration:			
Departure Point:	CAMARILLO, CA (CMA)	Destination:	

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	JAMES A WALL	Adopted Date:	01/16/1990
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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government

agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.