



National Transportation Safety Board Aviation Accident Final Report

Location:	DRAYTON PLAINES, MI	Accident Number:	CHI86FA094A
Date & Time:	03/01/1986, 1612 EST	Registration:	N93604
Aircraft:	CESSNA 152	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

AFTER A HOME BUILT DRAGON FLY GND LOOPED, OTHER ACFT IN THE VFR TRAFFIC PATTERN WERE SENT AROUND, INCLUDING A CESSNA 152(C-152), N93604, FLOWN BY A STUDENT PLT. SHORTLY AFTER THE DRAGON FLY WAS CLR'D FM THE RWY, CESSNA 172 (C-172), N48003, ENTERED THE PATTERN, MAKING A TOTAL OF 6 ACFT IN THE PATTERN & 1 ACFT (PLT) WAITING TO DEPART. THE C-172 HAD ENTERED THE PATTERN AHEAD OF THE C-152. THE TWR CONTROLLER (CTLR) TOLD THE STUDENT (C-152) HE WAS #3 IN THE PATTERN 'FOLLOWING A CESSNA ON BASE.' THE STUDENT ACKNOWLEDGED. SHORTLY AFTER THAT, THE #1 ACFT IN THE PATTERN LANDED & THE PLT WAITING TO DEPART WAS CLEARED TO TAKEOFF. AS THE C-172 & C-152 CONT'D IN THE PATTERN, THE CTLR ASKED THE STUDENT (C-152) IF HE WAS STILL FOLLOWING THE CESSNA AHEAD; THE STUDENT REPLIED 'THAT'S AFFIRMATIVE.' HOWEVER, ON FINAL APCH, THE 2 ACFT CONVERGED & COLLIDED, THEN FELL TO THE GND. THE CTLR, WHO WAS BUSY, DID NOT SEE THE AC'DNT. THE PLT-IN-COMMAND OF THE C-172 WAS FATALLY INJURED; THE 2ND PLT (COPLT) IN THE C-172 & THE C-152 PLT WERE SERIOUSLY INJURED.

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: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) AIRPORT/FACILITIES - CONGESTED
2. (F) CONTROL TOWER SERVICE - INADEQUATE - ATC PERSONNEL(LCL/GND/CLNC)
3. (F) EXCESSIVE WORKLOAD (TASK OVERLOAD) - ATC PERSONNEL(LCL/GND/CLNC)
4. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Student	Age:	19
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/10/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	26 hours (Total, all aircraft), 26 hours (Total, this make and model), 3 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N93604
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15285526
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	12/18/1985, Annual	Certified Max Gross Wt.:	1680 lbs
Time Since Last Inspection:	60 Hours	Engines:	1 Reciprocating
Airframe Total Time:	780 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	TRADELWINDS AVIATION INC.	Rated Power:	110 hp
Operator:	TRADELWINDS AVIATION INC.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PTK, 980 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1615 EST	Direction from Accident Site:	92°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1548 EST	Type of Airspace:	Class D

Airport Information

Airport:	PONTIAC-OAKLAND (PTK)	Runway Surface Type:	Macadam
Airport Elevation:	980 ft	Runway Surface Condition:	Dry
Runway Used:	27R	IFR Approach:	None
Runway Length/Width:	3251 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ROBERT BENZON	Report Date:	
Additional Participating Persons:	R SEBASTIAN; DES PLAINES, IL D F THOMAS; WASHINGTON, DC C FRANCIS; PONTIAC, MI R ALLCORN; BIRMINGHAM, MI		
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](#).