



National Transportation Safety Board Aviation Accident Final Report

Location:	SUSSEX, WI	Accident Number:	CHI85FA185A
Date & Time:	05/02/1985, 0858 CDT	Registration:	N5182C
Aircraft:	BEECH B35	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

A STUDENT PLT WAS ON HIS 1ST SOLO X-COUNTRY FLT IN A CESSNA 152, N6464L. AFTER TAKING OFF AT THE BROOKFIELD ARPT (ELEV 850 FT), HE HAD CLIMBED TO 2000 FT MSL AND WAS HEADING 350 DEG WHEN HE SAW A BEECH B35 (BONANZA), N5182C, CONVERGING FROM HIS RIGHT. THE STUDENT TOOK EVASIVE ACTION, BUT THE PROP & RIGHT WING TIP OF THE BEECH B35 HIT THE RIGHT HORIZONTAL STABILIZER, RIGHT WING ROOT & RIGHT FLAP OF THE CESSNA. THE COMMERCIALY RATED PLT OF THE BEECH B35 WAS CRUISING WESTBOUND AT 2000 FT MSL. HE DID NOT SEE THE CESSNA UNTIL AFTER THE COLLISION. BOTH ACFT WERE SUBSTANTIALLY DAMAGED, BUT BOTH CONTINUED FLYING & WERE LANDED WITHOUT FURTHER INCIDENT.

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: CRUISE - NORMAL

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	65, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/23/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4840 hours (Total, all aircraft), 80 hours (Total, this make and model), 2400 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N5182C
Model/Series:	B35 B35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	D2464
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	04/01/1985, Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	7 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3464 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	E-225-8
Registered Owner:	JOSEPH J. LANGENFELD	Rated Power:	225 hp
Operator:	JOSEPH J. LANGENFELD	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MKE, 723 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	0852 CDT	Direction from Accident Site:	120°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	9° C / 0° C
Precipitation and Obscuration:			
Departure Point:	MILWAUKEE, WI (MKE)	Type of Flight Plan Filed:	VFR
Destination:	VERMILLION, SD (3VM)	Type of Clearance:	None
Departure Time:	0850 CDT	Type of Airspace:	Class D

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JAMES SIEGMAN	Report Date:	
Additional Participating Persons:	KAREN KRUGGER; MILWAUKEE, WI DOUG EDWARDS; MILWAUKEE, WI ED STACONIS; MILWAUKEE, WI		
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/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).