



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SUSSEX, WI	<b>Accident Number:</b>	CHI85FA185B
<b>Date &amp; Time:</b>	05/02/1985, 0858 CDT	<b>Registration:</b>	N6464L
<b>Aircraft:</b>	CESSNA 152	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## 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 & 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

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Occurrence #1: MIDAIR COLLISION  
Phase of Operation: CLIMB

### 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

<b>Certificate:</b>	Student	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/03/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	71 hours (Total, all aircraft), 65 hours (Total, this make and model), 20 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6464L
<b>Model/Series:</b>	152 152	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15284402
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	100 Hour	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	41 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2626 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	JOHN M. PURNELL	<b>Rated Power:</b>	110 hp
<b>Operator:</b>	JOHN M. PURNELL	<b>Operating Certificate(s) Held:</b>	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:	BROOKFIELD, WI (02C)	Type of Flight Plan Filed:	VFR
Destination:	OSHKOSH, WI (OSH)	Type of Clearance:	None
Departure Time:	0844 CDT	Type of Airspace:	Class D

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).