



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## 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

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	34
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JOHN M. PURNELL	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-L2C
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MKE, 723 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 310°
<b>Temperature:</b>	9°C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	BROOKFIELD, WI (02C)	<b>Destination:</b>	OSHKOSH, WI (OSH)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JAMES SIEGMAN	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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.