



National Transportation Safety Board Aviation Accident Final Report

| | | | |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | DALLAS, TX | Accident Number: | FTW86MA001A |
| Date & Time: | 10/01/1985, 1328 CDT | Registration: | N400BG |
| Aircraft: | CESSNA 441 | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 4 Fatal |
| Flight Conducted Under: | Part 91: General Aviation - Business | | |

Analysis

A STUDENT PLT IN A CESSNA 152, N5522L, HAD DEPTD REDBIRD ARPT AT DALLAS. HE WAS PRACTICING SOLO MANEUVERS IN A PRIVATELYDESIGNATED PRACTICE AREA THAT OVERLAPPED THE EXTENDED INBND COURSE TO RWYS 31L & R AT LOVE FIELD. AT THE SAME TIME, A CESSNA 441, N400BG, WAS BEING VECTORED FOR A BACK COURSE ILS TO RWY 31R. DFW APCH CONTROL CLEARED N400BG TO CONT DSCNDG TO 3000' & FLY HDG 290 DEG. WHILE N400BG WAS DSCNDG THRU APRX 3600', ABOUT 14 MI SE OF LOVE FIELD, THE 2 ACFT COLLIDED. THE CESSNA 152 PLT WAS MANEUVERING AT OR NEAR THE EDGE OF THE PRACTICE AREA WHEN THE COLLISION OCCURRED. AN INV REVEALEDTHE CESSNA 152 HAD JUST COMPLETED AN APRX 180 DEG TURN TWD AN EASTERLY HDG. BOTH ACFT WERE DEMOLISHED IN A QUARTERING HEAD-ON COLLISION. RADAR INFO FM BOTH ACFT WAS DISPLAYED ON THE CONTROLLER'S SCOPE. THE CESSNA 152 WAS DEPICTED AS A 1200 BEACON CODE; HOWEVER, IT WAS NOT EQUIPPED WITH A MODE C (ALT RPRTG) TRANSPONDER. THE CONTROLLER DID NOT PROVIDE A TRAFFIC ADVISORY FOR THE CESSNA 441 PLT; BUT, IN THIS SITUATION, AN ADVISORY WAS NOT MANDATORY.

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: DESCENT

Findings

1. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT OF OTHER AIRCRAFT
2. (F) MONITORING - INADEQUATE - ATC PERSONNEL(DEP/APCH)
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|--|------------|
| Certificate: | Airline Transport; Flight Instructor | Age: | 31, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land; Single-engine Sea | Seat Occupied: | Left |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | Seatbelt |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane Multi-engine; Airplane Single-engine; Instrument Airplane | Toxicology Performed: | Yes |
| Medical Certification: | Class 1 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 05/22/1985 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 7000 hours (Total, all aircraft), 2200 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--------------------------|---------------------------------------|--------------|
| Aircraft Make: | CESSNA | Registration: | N400BG |
| Model/Series: | 441 441 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 4410069 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 11 |
| Date/Type of Last Inspection: | 09/20/1985, 100 Hour | Certified Max Gross Wt.: | 9850 lbs |
| Time Since Last Inspection: | 7 Hours | Engines: | 2 Turbo Prop |
| Airframe Total Time: | 2227 Hours | Engine Manufacturer: | AIRESEARCH |
| ELT: | Installed, not activated | Engine Model/Series: | TPE-331-8 |
| Registered Owner: | | Rated Power: | 636 hp |
| Operator: | ROSEWOOD ENTERPRISES INC | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

| | | | |
|----------------------------------|----------------------------|---|-------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | DAL, 487 ft msl | Distance from Accident Site: | 17 Nautical Miles |
| Observation Time: | 1248 CDT | Direction from Accident Site: | 305° |
| Lowest Cloud Condition: | Thin Broken / 25000 ft agl | Visibility | 20 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 10 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 20° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 17° C / 4° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | NEW ORLEANS, LA (NEW) | Type of Flight Plan Filed: | IFR |
| Destination: | DALLAS, TX (DAL) | Type of Clearance: | IFR |
| Departure Time: | 1152 CDT | Type of Airspace: | Class E |

Airport Information

| | | | |
|----------------------|------------------|---------------------------|----------------|
| Airport: | REDBIRD | Runway Surface Type: | Asphalt |
| Airport Elevation: | | Runway Surface Condition: | Dry |
| Runway Used: | 31R | IFR Approach: | LOC-backcourse |
| Runway Length/Width: | 7753 ft / 150 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

| | | | |
|---------------------|---------|----------------------|-----------|
| Crew Injuries: | 1 Fatal | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 3 Fatal | Aircraft Fire: | On-Ground |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 4 Fatal | Latitude, Longitude: | |

Administrative Information

| | | | |
|-----------------------------------|--|--------------|--|
| Investigator In Charge (IIC): | JEAN H DAUGHERTY | Report Date: | |
| Additional Participating Persons: | TOMMY D MCFALL MIKE MCMULLEN; WASHINGTON, DC BRIAN A HANCOCK; WICHITA, KS LARRY K ELLIS; DALLAS, TX | | |
| 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 pubinquiry@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](#).