



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	DALLAS, TX	<b>Accident Number:</b>	FTW86MA001B
<b>Date &amp; Time:</b>	10/01/1985, 1328 CDT	<b>Registration:</b>	N5522L
<b>Aircraft:</b>	CESSNA 152	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal

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

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## 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

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Occurrence #1: MIDAIR COLLISION  
Phase of Operation: MANEUVERING

### Findings

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

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/03/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	28 hours (Total, all aircraft), 28 hours (Total, this make and model), 6 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N5522L
<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>	15284333
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	08/14/1985, Annual	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	110 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1640 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	MARJORIE E. HARWELL	<b>Rated Power:</b>	108 hp
<b>Operator:</b>	MODERN AERO, INC.	<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:	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:	DALLAS, TX (RBD)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	REDBIRD	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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](#).