



National Transportation Safety Board Aviation Accident Final Report

Location:	DURANT, OK	Accident Number:	FTW84LA155A
Date & Time:	03/02/1984, 1650 CST	Registration:	N4861B
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

BEFORE TAKEOFF, A STUDENT & A COMMERCIAL PLT AGREED TO RENDEZVOUS & FLY FORMATION WHILE THE STUDENT TOOK PICTURES OF THE COMMERCIAL PLT'S ACFT. THE STUDENT WAS TO FLY A CESSNA 152, N4861B, WHILE THE COMMERCIAL PLT FLEW A CESSNA 150, N704V6. THEY PLANNED FOR THE STUDENT TO FLY STRAIGHT & LEVEL WHILE THE COMMERCIAL PLT FLEW AT POSITIONS AROUND THE STUDENT'S PLANE. ALSO, THEY AGREED TO COMMUNICATE ON VHF FREQ 122.9. AFTER DEPARTING THE ARPT, THE COMMERCIAL PLT JOINED (RENDEVOUSED) WITH THE STUDENT, BUT 2-WAY COMMUNICATION WAS NOT ESTABLISHED SINCE THE CESSNA 150 WOULD ONLY RECEIVE (NOT TRANSMIT) ON 122.9. HOWEVER, THEY CONTINUED WITH THEIR MISSION. WHILE ON AN EASTERLY HEADING IN FORMATION, THE COMMERCIAL PLT'S PLANE WAS ON THE LEFT & SLIGHTLY LOW, WHEN THE 2 ACFT CONVERGED & THE WINGS COLLIDED. THE STUDENT'S PLANE WAS SUBSTANTIALLY DAMAGED WHILE THE COMMERCIAL PLT'S ACFT HAD MINOR DAMAGE, BUT BOTH LANDED SAFELY. NEIGHER PLT HAD PREVIOUS TRAINING OR EXPERIENCE WITH FORMATION FLT.

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: OTHER

Findings

1. (F) JUDGMENT - POOR - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. (F) JUDGMENT - POOR - PILOT OF OTHER AIRCRAFT
5. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT OF OTHER AIRCRAFT
6. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
7. (C) CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Student	Age:	19, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/14/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	32 hours (Total, all aircraft), 32 hours (Total, this make and model), 13 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4861B
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15283679
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	12/05/1983, 100 Hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1808 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	SOUTHEASTERN FOUNDATION	Rated Power:	110 hp
Operator:	SOUTHEASTERN FOUNDATION	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18° C
Precipitation and Obscuration:			
Departure Point:	DURANT, OK (DUA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1630 CST	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Full Stop

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):	T. D MCFALL	Report Date:	
Additional Participating Persons:			
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/ .		

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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](#).