



National Transportation Safety Board Aviation Accident Final Report

Location:	PLAINVIEW, TX	Accident Number:	FTW82DA361A
Date & Time:	09/01/1982, 1620 CDT	Registration:	N62405
Aircraft:	CESSNA 172P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

WHILE RECEIVING TRAFFIC ADVISORIES ENROUTE TO PLAINVIEW, THE PLT OF THE C-172 WAS GIVEN THE TRAFFIC ADVISORY FREQ FOR HALE COUNTY ARPT AS 120.7. HOWEVER THE PLT COPIED 127.7 & REACHED FTW CENTER INSTEAD. THE PLT MADE NO FURTHER ATTEMPTS TO OBTAIN THE CORRECT FREQ & REPORTED PATTERN POSITIONS ON UNICOM FREQ OF 122.95. THE BE-95 WAS MAKING A MODIFIED STRAIGHT-IN APPROACH & WAS MAKING POSITION REPORTS ON 120.7. BOTH ACFT LANDED SAFELY AFTER THE COLLISION. THE TOWER HAD BEEN CLOSED AS A RESULT OF A SHORTAGE OF CONTROLLERS.

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: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) CONTROL TOWER - NOT OPERATING
2. (F) RADIO COMMUNICATIONS - NOT CORRECTED - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/19/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	108 hours (Total, all aircraft), 29 hours (Total, this make and model), 14 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N62405
Model/Series:	172P 172P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	17275263
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2220 lbs
Time Since Last Inspection:	47 Hours	Engines:	1 Reciprocating
Airframe Total Time:	565 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-320-D2J
Registered Owner:	SANDENE AVIATION, INC.	Rated Power:	160 hp
Operator:	SANDENE AVIATION, INC.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LBB, 0 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	1453	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	95° C / 0° C
Precipitation and Obscuration:			
Departure Point:	LUBBOCK, TX	Type of Flight Plan Filed:	None
Destination:	SHAWNEE, OK	Type of Clearance:	None
Departure Time:	1600	Type of Airspace:	

Airport Information

Airport:	HALE COUNTY (PVW)	Runway Surface Type:	Macadam
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	
Runway Length/Width:	5200 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

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):	Report Date:	09/01/1983
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/ .	

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](#).