



National Transportation Safety Board Aviation Accident Final Report

Location:	Oshkosh, WI	Accident Number:	CHI03FA238B
Date & Time:	08/01/2003, 1300 CDT	Registration:	N66VA
Aircraft:	Vans Aircraft, Inc. RV-6T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

Two airplanes were substantially damaged during a collision while both aircraft were landing at the annual Experimental Aircraft Association fly-in at Oshkosh, Wisconsin. Reduced separation standards and special arrival procedures were in effect at the time of the accident. The accident aircraft were sequenced for landing and both were cleared to land at the same location on the same runway. The trailing airplane landed and struck the leading airplane as the leading airplane was exiting the runway. Federal regulations as well as the Aeronautical Information Manual (AIM) state that the pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft. The AIM further states that, regardless of type of flight plan or whether or not under control of a radar facility, the pilot is responsible to see and avoid other traffic, terrain, or obstacles, when meteorological conditions permit.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The other airplane pilot's inadequate visual look out and his failure to perform a go-around, and maintain clearance from the other aircraft.

Findings

Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)
Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
2. (C) GO-AROUND - NOT PERFORMED - PILOT OF OTHER AIRCRAFT
3. (C) CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Factual Information

On August 1, 2003, about 1300 central daylight time, N3602D, an amateur-built Degair Lancair 360, piloted by a private pilot, sustained substantial damage when it collided with N66VA, a Vans Aircraft RV-6T, while landing on runway 27 (6,178 feet by 150 feet, asphalt), at the Wittman Regional Airport, Oshkosh, Wisconsin. N66VA had already landed and was exiting the runway when N3602D landed and struck N66VA's left wing. The accident occurred during the annual Experimental Aircraft Association Airventure gathering. N3602D was operating as a personal flight under the provisions of 14 CFR Part 91 and was not on a flight plan. N66VA was operating as a business flight under the provisions of 14 CFR Part 91 and was not on a flight plan. There were no injuries. N3602D's flight originated from the Outagamie County Regional Airport, Appleton, Wisconsin about 1200. N66VA was on a local flight that originated about 1245.

At the time of the accident, aircraft were using the "VFR Oshkosh Arrival, Purple Flow" procedures as outlined in the Special Flight Procedures Notice to Airmen (NOTAM), that was in effect at the time of the accident. The NOTAM states, "Oshkosh Tower controllers may request that you land on one of the colored circles ('dots'). The 'orange dot' is 1,500 [feet] from the runway 27 threshold (4,678 [feet] remain); the 'green dot' is 3,000 [feet] from the runway 27 threshold (3,178 [feet] remain)." In addition, the NOTAM states, "A waiver has been issued reducing arrival and departure standards for category 1 and 2 aircraft (primarily single engine and light twin engine aircraft)."

The pilot of N66VA reported that he had landed his aircraft on runway 27 on the "green dot" and was clearing the runway into the grass adjacent to the runway when his airplane was struck by N3602D.

The pilot of N3602D reported that he approached the airport using the prescribed arrival procedures and was instructed by air traffic control (ATC) to fly a close-in right downwind for runway 27. He stated that ATC instructed him to turn onto the base leg of the traffic pattern before N66VA, which was on a short final, had passed off of his right wing. He further stated that this reduced the spacing, but it appeared to be safe to continue the approach. N3602D was cleared by ATC to land on the "green dot." The pilot stated that upon touchdown, he recognized that he would not be able to stop his airplane before colliding with N66VA, which was on the runway. The pilot of N3602D turned left in an attempt to avoid a collision, but N66VA also turned left to exit the runway into the grass.

Neither pilot reported any pre-impact difficulties with respect to their aircraft or aircraft systems.

An eyewitness to the accident reported that N3602D landed on runway 27, bounced, went into the grass on the south side of the runway, bounced again, came down, and struck N66VA.

Chapter 5-5 of the Aeronautical Information Manual (AIM) describes the roles and responsibilities of pilots and controllers as related to air traffic procedures. Paragraph 5-5-1b of that chapter states; "The pilot in command of an aircraft is directly responsible for, and is the final authority as to the safe operation of that aircraft. In an emergency requiring immediate action, the pilot in command may deviate from any rule in the General Subpart A and Flight Rules Subpart B in accordance with 14 CFR Section 91.3." Section 5-5-8 of the AIM, entitled "See and Avoid" states in paragraph (a): "Pilot: When meteorological conditions

permit, regardless of type of flight plan or whether or not under control of a radar facility, the pilot is responsible to see and avoid other traffic, terrain, or obstacles."

14 CFR Part 91.3 (a) states; "The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft."

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/27/2002
Occupational Pilot:		Last Flight Review or Equivalent:	12/28/2001
Flight Time:	10500 hours (Total, all aircraft), 6500 hours (Total, this make and model), 250 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Vans Aircraft, Inc.	Registration:	N66VA
Model/Series:	RV-6T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	1
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	07/21/2003, Condition	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	30 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	Vans Aircraft, Inc.	Rated Power:	160 hp
Operator:	Vans Aircraft, Inc.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OSH, 808 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1253 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Few / 2400 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	24° C / 18° C
Precipitation and Obscuration:			
Departure Point:	Oshkosh, WI (OSH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1245 CDT	Type of Airspace:	Class D

Airport Information

Airport:	WITTMAN REGIONAL (OSH)	Runway Surface Type:	Asphalt
Airport Elevation:	808 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	6178 ft / 150 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

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:	43.984444, -88.556944

Administrative Information

Investigator In Charge (IIC):	John M Brannen	Report Date:	04/28/2004
Additional Participating Persons:	Ray Peterson; FAA-Milwaukee, Wisconsin-FSDO; Milwaukee, WI		
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](#).