



National Transportation Safety Board Aviation Accident Data Summary

Location:	Sonoma, CA	Accident Number:	SEA08LA057A
Date & Time:	01/01/2008, 1430 PST	Registration:	N8037W
Aircraft:	Piper PA 28-180	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilots were attending a fly-in at the airport. One pilot in a low-wing airplane was landing, and the other pilot in a high-wing airplane was departing. The runup area for the landing runway is situated at the beginning of the runway so that following a runup, a pilot can depart straight from the runup area onto the runway. A witness said that the landing pilot had made radio transmissions around the traffic pattern, and then indicated that he was on final approach for landing. When the landing pilot was on short final, the departing pilot indicated that he was departing. The witness was flying above the airport and advised the departing pilot that an airplane was landing. The airplanes collided shortly thereafter. According to 14 CFR 91.113, Right-of-way rules: Except water operations, "Aircraft, while on final approach to land or while landing, have the right-of-way over other aircraft in flight or operating on the surface, except that they shall not take advantage of this rule to force an aircraft off the runway surface which has already landed and is attempting to make way for an aircraft on final approach."

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The departing pilot's inadequate visual lookout.

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: LANDING

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Pilot Information

Certificate:	Private	Age:	56
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	705 hours (Total, all aircraft), 62 hours (Total, this make and model), 606 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Piper	Registration:	N8037W
Model/Series:	PA 28-180	Engines:	1 Reciprocating
Operator:	Timothy Bennett	Engine Manufacturer:	Textron Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-360-A3A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	DVO, 2 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	10 knots, 80°
Temperature:	14°C / 0°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Petaluma, CA (O69)	Destination:	Sonoma, CA (OQ3)

Airport Information

Airport:	Schellville/Sonoma (OQ3)	Runway Surface Type:	Asphalt
Runway Used:	7	Runway Surface Condition:	Dry
Runway Length/Width:	2700 ft / 45 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Kristi Dunks	Adopted Date:	04/30/2008
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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