



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Sonoma, CA	<b>Accident Number:</b>	SEA08LA057B
<b>Date &amp; Time:</b>	01/01/2008, 1430 PST	<b>Registration:</b>	N15EX
<b>Aircraft:</b>	Barnard/Stancil Glastar	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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 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: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	70
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	8300 hours (Total, all aircraft), 250 hours (Total, this make and model), 8100 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Barnard/Stancil	<b>Registration:</b>	N15EX
<b>Model/Series:</b>	Glastar	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Kenneth Couey	<b>Engine Manufacturer:</b>	Textron Lycoming
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-360
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	DVO, 2 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	10 knots, 80°
<b>Temperature:</b>	14° C / 0° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Sonoma, CA (OQ3)	<b>Destination:</b>	Jackson, CA (O70)

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kristi Dunks	<b>Adopted Date:</b>	04/30/2008
<b>Investigation Docket:</b>	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:pubinq@ntsb.gov">pubinq@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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