



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	McCall, ID	<b>Accident Number:</b>	SEA08FA116A
<b>Date &amp; Time:</b>	05/02/2008, 1950 MDT	<b>Registration:</b>	N75856
<b>Aircraft:</b>	CESSNA 172N	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The Cessna 172N and a Cessna 172 collided in flight over the approach end of the intended runway during day, visual meteorological conditions. The airplanes were destroyed during the collision and postcrash fire. The pilot of the 172N reported that he entered the airport traffic pattern from the northwest and positioned the airplane on the downwind leg of the traffic pattern for the landing runway. After transmitting position reports for each segment of the pattern on the common traffic radio frequency, the pilot turned the airplane onto final approach and proceeded to land. Approximately 30 feet above ground level, prior to touchdown, he maneuvered the airplane into a flare which was immediately followed by the collision. The pilot reported that he was not aware of the other airplane prior to and during the collision sequence. A witness on the ground reported that both airplanes appeared to be on final approach, one above the other. The witness lost sight of the airplanes and shortly thereafter observed a cloud of black smoke near the approach end of the runway. Recorded radar data revealed that the 172N's flight path descended towards the airport from the northwest and turned to adjoin the downwind leg for the landing runway. The airplane then turned onto a base leg for the landing runway, followed by a turn onto the final approach path for the runway. The flight path continued northbound and descended toward the runway. The radar data disclosed that the 172's flight path descended toward the runway from the south consistent with a straight-in approach. The data further indicated that when the 172N was turning onto final approach at 5,600 feet msl, the 172 was at 5,300 msl. The flight path continued northbound and descended toward the runway. Federal Aviation Regulations state that vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft. Postaccident examination disclosed no evidence of any preimpact mechanical anomalies with either airplane.

## Flight Events

Approach-VFR pattern final - Midair collision

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain adequate visual lookout and clearance from another airplane while attempting to land on the same runway. Contributing to the accident was the non-standard pattern entry by the pilot of the other airplane.

## Findings

Personnel issues-Action/decision-Action-Lack of action-Pilot - C

Personnel issues-Psychological-Attention/monitoring-Monitoring other aircraft-Pilot - C

Environmental issues-Operating environment-Air traffic/operating proc-Traffic pattern procedure-

Decision related to condition - F

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	30
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine
<b>Flight Time:</b>	478 hours (Total, all aircraft), 413 hours (Total, this make and model), 351 hours (Pilot In Command, all aircraft), 49 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N75856
<b>Model/Series:</b>	172N	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Felts Field Aviation	<b>Engine Manufacturer:</b>	LYCOMING
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-360 SERIES
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KMYL, 5024 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>	3 knots, 180°
<b>Temperature:</b>	5° C / -6° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SPOKANE, WA (SFF)	<b>Destination:</b>	McCall, ID (MYL)

## Airport Information

<b>Airport:</b>	McCall Municipal Airport (KMYL)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	34	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	6108 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	On-Ground

## Administrative Information

Investigator In Charge (IIC): Dennis J Hogenson

Adopted Date: 04/15/2009

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](mailto: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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