



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Madras, OR	<b>Accident Number:</b>	WPR11LA068B
<b>Date &amp; Time:</b>	12/01/2010, 1130 PST	<b>Registration:</b>	N1699Z
<b>Aircraft:</b>	CESSNA 185A	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The propeller of a Taylorcraft airplane and the empennage of a Cessna airplane came in contact with each other while both aircraft were on final approach to the same runway. The pilot of the Cessna had completed a landing and performed a standard entry (left) onto the downwind leg of the traffic pattern. The pilot of the Taylorcraft was returning from a local area training flight and entered the downwind leg of the traffic pattern from a standard mid-field 45-degree entry. The Cessna pilot was announcing his position on the common traffic advisory frequency during each segment of the pattern; however, the pilot of the Taylorcraft could not hear the transmissions since his airplane was not equipped with a radio. Just prior to impact, the pilot of the Taylorcraft observed the empennage of the Cessna underneath the left wing of his airplane. The pilot of the Cessna never observed the Taylorcraft, but heard a loud bang come from the aft end of his airplane at impact. Both pilots were able to land their airplanes without further incident.

## 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 both pilots to see and avoid the other airplane while in the traffic pattern to land, which resulted in a midair collision.

## Findings

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	36
<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>	None
<b>Flight Time:</b>	5112 hours (Total, all aircraft), 4 hours (Total, this make and model), 2120 hours (Pilot In Command, all aircraft), 187 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N1699Z
Model/Series:	185A	Engines:	1 Reciprocating
Operator:	WEEMS JOHN SCOTT	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-470 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Witness
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Broken / 6500 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	10 knots, 170°
Temperature:	7°C / 2°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Madras, OR (S33)	Destination:	Madras, OR (S33)

## Airport Information

Airport:	Madras Municipal Airport (S33)	Runway Surface Type:	Asphalt
Runway Used:	16	Runway Surface Condition:	Dry
Runway Length/Width:	5079 ft / 75 ft		

## 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

## Administrative Information

Investigator In Charge (IIC):	Orrin K Anderson	Adopted Date:	04/12/2011
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77917">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77917</a>		

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