



National Transportation Safety Board Aviation Accident Data Summary

Location:	Bayport, NY	Accident Number:	ERA14LA181B
Date & Time:	04/03/2014, 1230 EDT	Registration:	N12BH
Aircraft:	DEHAVILLAND DHC 1B 2-S3	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The RV-12 was inbound for landing and had joined a 45-degree approach to the left base leg for the runway. The Chipmunk had taxied to the end of the runway to conduct an engine run-up. The pilot of the RV-12 said that he made a radio call on the common traffic advisory frequency (CTAF) while he was on the 45-degree base leg and during his turn to final. The Chipmunk pilot stated that he made a radio call on the CTAF stating his intention to depart. Both pilots said that they did not hear any traffic on the CTAF, nor did they see any traffic in the pattern or on the ground. The pilot of the RV-12 stated that the front half of the Chipmunk came into his view as the RV-12 was in its landing flare. Subsequently, the propeller of the RV-12 struck the rudder and vertical stabilizer of the Chipmunk, causing substantial damage and causing the RV-12 to lose thrust. A portion of the propeller blade tip from the RV-12 and a lead rudder balance weight from the Chipmunk were later discovered on the west half of the runway. The Chipmunk continued with the takeoff and landed shortly thereafter at a nearby airport. The RV-12 landed safely immediately after the collision.

Examination of the airport environment revealed that, depending on the angle and altitude of inbound aircraft and the position of aircraft on the ground, trees surrounding the approach end of the runway could block a pilot's view of arriving or departing aircraft.

Flight Events

Initial climb - 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 each other, which resulted in a 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
Environmental issues-Physical environment-Object/animal/substance-Tree(s)-Effect on personnel

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial; Flight Engineer	Age:	62
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	36000 hours (Total, all aircraft), 10 hours (Total, this make and model), 25000 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	DEHAVILLAND	Registration:	N12BH
Model/Series:	DHC 1B 2-S3	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-540
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	ISP, 98 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:	11 knots, 350°
Temperature:	9° C / -3° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bayport, NY (23N)	Destination:	NEW YORK, NY (ISP)

Airport Information

Airport:	Bayport Aerodrome (23N)	Runway Surface Type:	Grass/turf
Runway Used:	36	Runway Surface Condition:	Dry
Runway Length/Width:	2740 ft / 150 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Todd G Gunther	Adopted Date:	10/27/2014
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89011		

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.