



# Aviation Investigation Final Report

<b>Location:</b>	BIMINI,	<b>Incident Number:</b>	MIA911A051
<b>Date &amp; Time:</b>	December 22, 1990, 10:23 Local	<b>Registration:</b>	USCG
<b>Aircraft:</b>	Dassault-Breguet HU-25/A	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	5 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Public aircraft		

## Analysis

A US COAST GUARD DASSAULT BREGUET HU-25A WAS CLIMBING FROM LOW ALT AS A CESSNA 337D WAS CRUISING IN THE SAME AREA AT 4000 FT MSL. SUBSEQUENTLY, THE 2 ACFT CONVERGED. THE CESSNA PLT SAID HE WAS ADJUSTING HIS NAV RADIO TO INTERCEPT AN AIRWAY, WHEN A PSGR WARNED HIM OF THE SITUATION. AS HE LOOKED OUTSIDE, HE SAW THE DASSAULT CONVERGING AT A HI RATE OF SPEED. THE DASSAULT PLT SAID THEY WERE ROLLING OUT OF A LEFT TURN, WHEN THEY SAW THE CESSNA CONVERGING. THE PLTS OF BOTH ACFT INITIATED EVASIVE ACTION, BUT THE VERTICAL STABILIZER OF THE DASSAULT HIT THE BAGGAGE POD ON THE CESSNA. BOTH PLANES CONTINUED FLYING & LANDED SAFELY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: INADEQUATE VISUAL LOOKOUT BY THE PILOTS OF BOTH AIRCRAFT, RESULTED IN THEIR FAILURE TO SEE-AND-AVOID THE OTHER AIRCRAFT.

## Findings

Occurrence #1: MIDAIR COLLISION  
Phase of Operation: CLIMB - TO CRUISE

Findings

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

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	28, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	March 29, 1989
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1189 hours (Total, all aircraft), 950 hours (Total, this make and model), 169 hours (Pilot In Command, all aircraft), 98 hours (Last 90 days, all aircraft), 51 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Dassault-Breguet	<b>Registration:</b>	USCG
<b>Model/Series:</b>	HU-25/A HU-25/A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	394
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>	November 2, 1990 AAIP	<b>Certified Max Gross Wt.:</b>	32000 lbs
<b>Time Since Last Inspection:</b>	137 Hrs	<b>Engines:</b>	2 Turbo fan
<b>Airframe Total Time:</b>	4685 Hrs	<b>Engine Manufacturer:</b>	GARRETT
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	ATF 3
<b>Registered Owner:</b>	COMMANDANT USCG \$	<b>Rated Power:</b>	5440 Lbs thrust
<b>Operator:</b>	COMMANDANT USCG \	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MIA ,11 ft msl	<b>Distance from Accident Site:</b>	68 Nautical Miles
<b>Observation Time:</b>	10:50 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Scattered / 3500 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	110°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.1 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	OPA LOCKA , FL (OPF )	<b>Type of Flight Plan Filed:</b>	Military VFR
<b>Destination:</b>	OPA LOCKA , FL (OPF )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:56 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	5 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	5 None	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Smith, Carrol

**Additional Participating Persons:**

**Original Publish Date:** July 10, 1992

**Last Revision Date:**

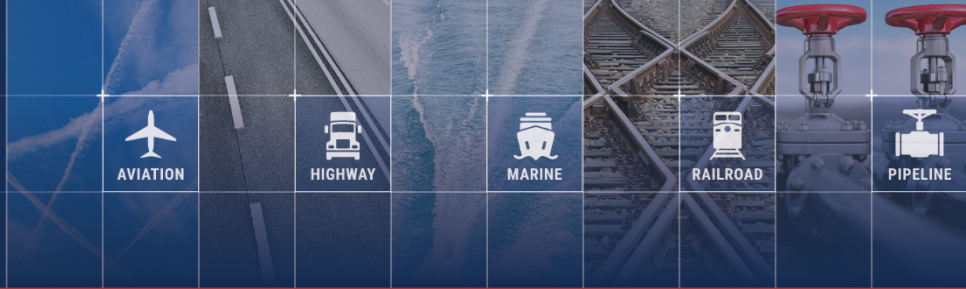
**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=32768>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).



# Aviation Investigation Final Report

<b>Location:</b>	BIMINI,	<b>Incident Number:</b>	MIA911A051
<b>Date &amp; Time:</b>	December 22, 1990, 10:23 Local	<b>Registration:</b>	N156GB
<b>Aircraft:</b>	CESSNA 337D	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	6 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

A US COAST GUARD DASSAULT BREGUET HU-25A WAS CLIMBING FROM LOW ALT AS A CESSNA 337D WAS CRUISING IN THE SAME AREA AT 4000 FT MSL. SUBSEQUENTLY, THE 2 ACFT CONVERGED. THE CESSNA PLT SAID HE WAS ADJUSTING HIS NAV RADIO TO INTERCEPT AN AIRWAY, WHEN A PSGR WARNED HIM OF THE SITUATION. AS HE LOOKED OUTSIDE, HE SAW THE DASSAULT CONVERGING AT A HI RATE OF SPEED. THE DASSAULT PLT SAID THEY WERE ROLLING OUT OF A LEFT TURN, WHEN THEY SAW THE CESSNA CONVERGING. THE PLTS OF BOTH ACFT INITIATED EVASIVE ACTION, BUT THE VERTICAL STABILIZER OF THE DASSAULT HIT THE BAGGAGE POD ON THE CESSNA. BOTH PLANES CONTINUED FLYING & LANDED SAFELY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: INADEQUATE VISUAL LOOKOUT BY THE PILOTS OF BOTH AIRCRAFT, RESULTED IN THEIR FAILURE TO SEE-AND-AVOID THE OTHER AIRCRAFT.

## Findings

Occurrence #1: MIDAIR COLLISION  
Phase of Operation: CRUISE

Findings

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



## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	August 22, 1990
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1740 hours (Total, all aircraft), 220 hours (Total, this make and model), 1671 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N156GB
<b>Model/Series:</b>	337D 337D	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1100
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	100 hour	<b>Certified Max Gross Wt.:</b>	4500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-D
<b>Registered Owner:</b>	INTERNATIONAL FIELD STUDIES	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MIA ,11 ft msl	<b>Distance from Accident Site:</b>	68 Nautical Miles
<b>Observation Time:</b>	10:50 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Scattered / 3500 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	110°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.1 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SAN ANDROS , OF (MYAN)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	FORT LAUDERDALE, FL (FLL )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	5 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	6 None	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Smith, Carrol

**Additional Participating Persons:**

**Original Publish Date:** July 10, 1992

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=32768>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).