



# Aviation Investigation Final Report

<b>Location:</b>	LAKEVILLE, Minnesota	<b>Accident Number:</b>	MKC90FA032
<b>Date &amp; Time:</b>	November 18, 1989, 15:47 Local	<b>Registration:</b>	N5678K
<b>Aircraft:</b>	BEECH 95-B55B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

DURING FLIGHT IN VISUAL METEOROLOGICAL CONDITIONS, AN AIRCRAFT ON A IFR FLIGHT PLAN AND AN AIRCRAFT OPERATING WITHOUT A FLIGHT PLAN COLLIDED AT 2500 FEET MSL. VISIBILITY AT THE TIME OF THE COLLISION WAS REPORTED AS 15 MILES.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE VISUAL LOOKOUT BY THE PILOT IN COMMAND IN BOTH AIRCRAFT.

## Findings

Occurrence #1: MIDAIR COLLISION  
Phase of Operation: CRUISE

### Findings

1. 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>	40, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	August 16, 1989
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3500 hours (Total, all aircraft), 25 hours (Total, this make and model), 3200 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N5678K
<b>Model/Series:</b>	95-B55B 95-B55B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TC-762
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	November 4, 1989 Annual	<b>Certified Max Gross Wt.:</b>	5100 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>		<b>Engine Model/Series:</b>	IO-470
<b>Registered Owner:</b>	78 KILO, INC.	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	DEAN FRYE	<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>	MSP ,950 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	15:50 Local	<b>Direction from Accident Site:</b>	360°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Broken / 5500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	-7°C / -13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	WEBSTER CITY , IA (EBS )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	FLYING CLOUD , MN (FCM )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	15:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	AIRLAKE	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<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>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	45.37968,-92.839332(est)

## Administrative Information

**Investigator In Charge (IIC):** Dickens, Bob

**Additional Participating Persons:**

**Original Publish Date:** September 9, 1992

**Last Revision Date:**

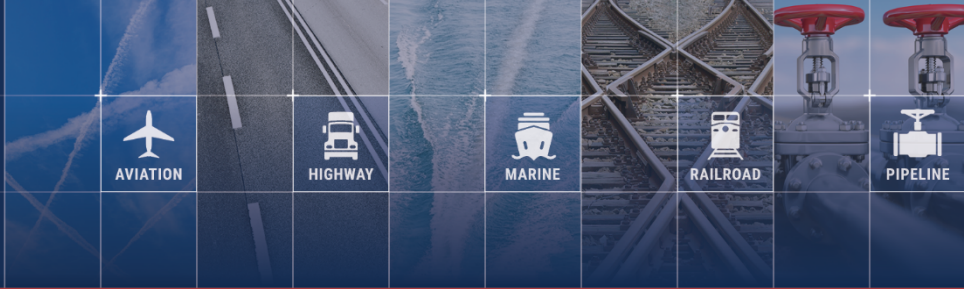
**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=34876>

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>	LAKEVILLE, Minnesota	<b>Accident Number:</b>	MKC90FA032
<b>Date &amp; Time:</b>	November 18, 1989, 15:47 Local	<b>Registration:</b>	N7343X
<b>Aircraft:</b>	CESSNA 150B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

DURING FLIGHT IN VISUAL METEOROLOGICAL CONDITIONS, AN AIRCRAFT ON A IFR FLIGHT PLAN AND AN AIRCRAFT OPERATING WITHOUT A FLIGHT PLAN COLLIDED AT 2500 FEET MSL. VISIBILITY AT THE TIME OF THE COLLISION WAS REPORTED AS 15 MILES.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE VISUAL LOOKOUT BY THE PILOT IN COMMAND IN BOTH AIRCRAFT.

## Findings

Occurrence #1: MIDAIR COLLISION  
Phase of Operation: MANEUVERING

### Findings

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

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	37, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	September 13, 1989
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	184 hours (Total, all aircraft), 25 hours (Total, this make and model), 25 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N7343X
<b>Model/Series:</b>	150B 150B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15059443
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	March 1, 1989 Annual	<b>Certified Max Gross Wt.:</b>	1500 lbs
<b>Time Since Last Inspection:</b>	51 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	7000 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	STEPHAN STENZEL	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>		<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>	MSP ,950 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	15:50 Local	<b>Direction from Accident Site:</b>	360°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Broken / 5500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	-7°C / -13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	15:15 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	AIRLAKE	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<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>	Forced landing

## 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
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	45.37968,-92.839332(est)



## Administrative Information

**Investigator In Charge (IIC):** Dickens, Bob

**Additional Participating Persons:**

**Original Publish Date:** September 9, 1992

**Last Revision Date:**

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

**Note:**

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