



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | SENECA FALLS, New York | Accident Number: | NYC89LA076 |
| Date & Time: | January 29, 1989, 16:10 Local | Registration: | N17109 |
| Aircraft: | CESSNA 150L | Aircraft Damage: | Minor |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE CESSNA 150 LANDED ON TOP OF THE CESSNA 172 AS BOTH AIRCRAFT WERE LANDING AT AN UNCONTROLLED AIRPORT. ALTHOUGH THEY BOTH SAID THAT THEY RADIOED THEIR INTENTIONS ON UNICOM, NEITHER SAW NOR WAS AWARE OF THE OTHERS LOCATION. BOTH AIRPLANES WERE PRACTICING TOUCH AND GO LANDINGS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT OF THE C-150, N17109, TO MAINTAIN PROPER SEPARATION FROM OTHER AIRCRAFT DURING LANDING AT AN UNCONTROLLED AIRPORT.

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

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

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|--|----------------|
| Certificate: | Student | Age: | 69, Male |
| Airplane Rating(s): | None | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | March 15, 1988 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 27 hours (Total, all aircraft), 27 hours (Total, this make and model), 2 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N17109 |
| Model/Series: | 150L 150L | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 15073629 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | November 19, 1988 Annual | Certified Max Gross Wt.: | 1600 lbs |
| Time Since Last Inspection: | 18 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 668 Hrs | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | O-200A |
| Registered Owner: | K & M AIRCRAFT INC | Rated Power: | 100 Horsepower |
| Operator: | K & M AIRCRAFT, INC. | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Scattered / 20000 ft AGL | Visibility | 15 miles |
| Lowest Ceiling: | Unknown | Visibility (RVR): | |
| Wind Speed/Gusts: | 6 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 200° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 7°C / -18°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | SENECA FALLS , NY (OG7) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 15:10 Local | Type of Airspace: | Class G |

Airport Information

| | | | |
|-----------------------------|------------------|----------------------------------|--------------|
| Airport: | SENECA FALLS OG7 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 491 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 18 | IFR Approach: | None |
| Runway Length/Width: | 3200 ft / 50 ft | VFR Approach/Landing: | Touch and go |

Wreckage and Impact Information

| | | | |
|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Minor |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 42.910575,-76.790405(est) |

Administrative Information

Investigator In Charge (IIC): Densley, Reuben

Additional Participating Persons: ; ROCHESTER , NY

Original Publish Date: March 29, 1991

Last Revision Date:

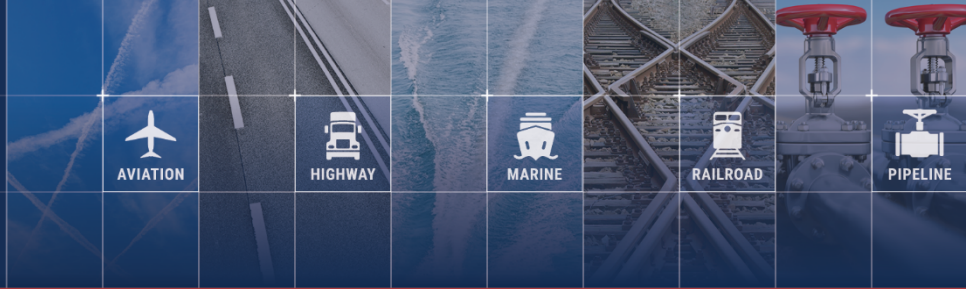
Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=36371>

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](#).



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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | SENECA FALLS, New York | Accident Number: | NYC89LA076 |
| Date & Time: | January 29, 1989, 16:10 Local | Registration: | N12679 |
| Aircraft: | CESSNA 172 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE CESSNA 150 LANDED ON TOP OF THE CESSNA 172 AS BOTH AIRCRAFT WERE LANDING AT AN UNCONTROLLED AIRPORT. ALTHOUGH THEY BOTH SAID THAT THEY BROADCASTED THEIR INTENTIONS ON UNICOM, NEITHER SAW NOR WAS AWARE OF THE OTHERS LOCATION. BOTH AIRPLANES WERE PRACTICING TOUCH AND GO LANDINGS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT OF THE C-150, N17109, TO MAINTAIN PROPER SEPARATION FROM OTHER AIRCRAFT DURING LANDING AT AN UNCONTROLLED AIRPORT.

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

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

Factual Information

Pilot Information

| | | | |
|----------------------------------|--|--|---------------|
| Certificate: | Private | Age: | 31, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | April 1, 1987 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 58 hours (Total, all aircraft), 7 hours (Total, this make and model), 34 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N12679 |
| Model/Series: | 172 172 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 17262170 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 2300 lbs |
| Time Since Last Inspection: | 0 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | O-320-E2D |
| Registered Owner: | | Rated Power: | 150 Horsepower |
| Operator: | SALE REPORTED | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

| | | | |
|---|----------------------------------|---|-------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Scattered / 20000 ft AGL | Visibility | 15 miles |
| Lowest Ceiling: | Unknown | Visibility (RVR): | |
| Wind Speed/Gusts: | 6 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 200° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 7°C / -18°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | SYRACUSE , NY (SYR) | Type of Flight Plan Filed: | None |
| Destination: | SENECA FALLS , NY (OG7) | Type of Clearance: | None |
| Departure Time: | 15:40 Local | Type of Airspace: | Class G |

Airport Information

| | | | |
|-----------------------------|------------------|----------------------------------|--------------|
| Airport: | SENECA FALLS OG7 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 491 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 18 | IFR Approach: | None |
| Runway Length/Width: | 3200 ft / 50 ft | VFR Approach/Landing: | Touch and go |

Wreckage and Impact Information

| | | | |
|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 42.910575,-76.790405(est) |

Administrative Information

Investigator In Charge (IIC): Densley, Reuben

Additional Participating Persons: ; ROCHESTER , NY

Original Publish Date: March 29, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=36371>

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