



Aviation Investigation Final Report

Location:	La Verne, California	Accident Number:	LAX06LA065
Date & Time:	December 22, 2005, 10:54 Local	Registration:	N3084N
Aircraft:	Beech F33A	Aircraft Damage:	None
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A Beech F33A airplane impacted a Cessna 172N on short final after lining up on the wrong runway. According to the Beech pilot, he was cleared by the air traffic control tower for landing on runway 26R, but instead, accidentally lined up for runway 26L. On short final, the Beech pilot felt his airplane hit something and immediately heard the air traffic controller instruct him to go around. The pilot went around and eventually performed an uneventful landing. The Cessna student pilot was conducting his fourth solo flight and was practicing takeoffs and landings on 26L. He was cleared for the option on 26L and while on short final was overtaken by the Beech. The student pilot continued with an uneventful landing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the pilot to comply with his air traffic control clearance and line up for the proper runway, and his failure to maintain an adequate visual lookout, which resulted in his in-flight collision with the Cessna airplane.

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

- Findings
1. (C) ATC CLEARANCE - NOT COMPLIED WITH - PILOT IN COMMAND

2. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Factual Information

On December 22, 2005, at 1054 Pacific standard time, a Beech F33A, N3084N, collided with a Cessna 172N, N738AH, that was on short final for runway 26L at the Brackett Field Airport, La Verne, California. Neither the commercial pilot in the Beech nor the student pilot in the Cessna were injured. The Cessna 172 sustained substantial damage, while the Beech F33A was not damaged. The pilot of the Beech was operating the airplane under the provisions of 14 CFR Part 91 as a personal flight, while the student pilot was operating the Cessna under the provisions of the 14 CFR Part 91 as a solo instructional flight. The Beech departed Santa Barbara, California, around 1000, and was destined for La Verne. The Cessna was conducting a local training flight. Visual meteorological conditions prevailed and a flight plan was not filed for either flight.

According to the Beech pilot, the air traffic controller cleared him to land on runway 26R. He accidentally set up for landing on runway 26L. While on short final, he felt his airplane hit something and immediately heard the controller instruct him to go around. The pilot went around and set up for an uneventful landing. He later learned that he impacted a Cessna that was on short final for runway 26L. The Cessna continued with an uneventful landing.

According to the Cessna pilot, he was conducting his fourth solo and was practicing takeoff and landings at the airport. The control tower had cleared the Cessna pilot for the option on runway 26L. While he was on final approach, the Beech lined up on the wrong runway and overtook his airplane, impacting the top of the Cessna. The student continued with the uneventful landing.

The Beech was not damaged, but the Cessna's left wing was bent up about 30 degrees.

Pilot Information

Certificate:	Commercial	Age:	73, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	April 1, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 1, 2004
Flight Time:	5414 hours (Total, all aircraft), 1227 hours (Total, this make and model), 5111 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N3084N
Model/Series:	F33A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	CE-1246
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 1, 2005 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	92 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2551 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-BB16B
Registered Owner:	Edward J. Robinson	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	POC,1000 ft msl	Distance from Accident Site:	
Observation Time:	10:47 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	15 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Santa Barbara, CA (SBA)	Type of Flight Plan Filed:	None
Destination:	La Verne, CA (POC)	Type of Clearance:	VFR
Departure Time:	10:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	Brackett POC	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	26L	IFR Approach:	None
Runway Length/Width:	4838 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

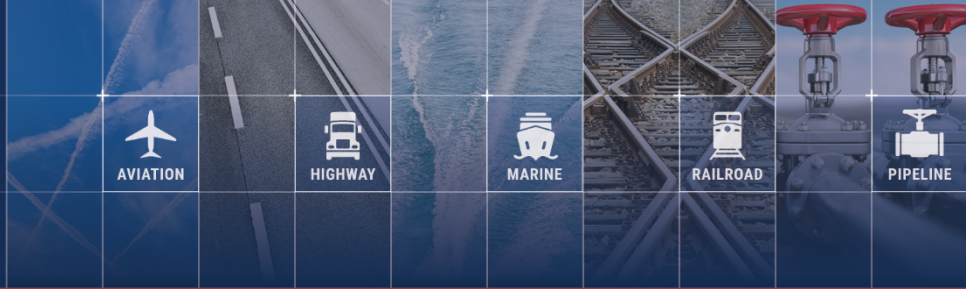
Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.091667,-117.781944

Administrative Information

Investigator In Charge (IIC):	Charnon, Nicole
Additional Participating Persons:	Gary J Kappa; Federal Aviation Administration; Los Angeles, CA
Original Publish Date:	August 29, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=62981

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

Location:	La Verne, California	Accident Number:	LAX06LA065
Date & Time:	December 22, 2005, 10:54 Local	Registration:	N738AH
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

A Beech F33A airplane impacted a Cessna 172N on short final after lining up on the wrong runway. According to the Beech pilot, he was cleared by the air traffic control tower for landing on runway 26R, but instead, accidentally lined up for runway 26L. On short final, the Beech pilot felt his airplane hit something and immediately heard the air traffic controller instruct him to go around. The pilot went around and eventually performed an uneventful landing. The Cessna student pilot was conducting his fourth solo flight and was practicing takeoffs and landings on 26L. He was cleared for the option on 26L and while on short final was overtaken by the Beech. The student pilot continued with an uneventful landing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the pilot of the other aircraft to comply with his air traffic control clearance and line up for the proper runway, and his failure to maintain an adequate visual lookout, which resulted in his in-flight collision with the Cessna airplane.

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) ATC CLEARANCE - NOT COMPLIED WITH - PILOT OF OTHER AIRCRAFT

2. (C) WRONG RUNWAY - SELECTED - PILOT OF OTHER AIRCRAFT
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Factual Information

On December 22, 2005, at 1054 Pacific standard time, a Beech F33A, N3084N, collided with a Cessna 172N, N738AH, that was on short final for runway 26L at the Brackett Field Airport, La Verne, California. Neither the commercial pilot in the Beech nor the student pilot in the Cessna were injured. The Cessna 172 sustained substantial damage, while the Beech F33A was not damaged. The pilot of the Beech was operating the airplane under the provisions of 14 CFR Part 91 as a personal flight, while the student pilot was operating the Cessna under the provisions of the 14 CFR Part 91 as a solo instructional flight. The Beech departed Santa Barbara, California, around 1000, and was destined for La Verne. The Cessna was conducting a local training flight. Visual meteorological conditions prevailed and a flight plan was not filed for either flight.

According to the Beech pilot, the air traffic controller cleared him to land on runway 26R. He accidentally set up for landing on runway 26L. While on short final, he felt his airplane hit something and immediately heard the controller instruct him to go around. The pilot went around and set up for an uneventful landing. He later learned that he impacted a Cessna that was on short final for runway 26L. The Cessna continued with an uneventful landing.

According to the Cessna pilot, he was conducting his fourth solo and was practicing takeoff and landings at the airport. The control tower had cleared the Cessna pilot for the option on runway 26L. While he was on final approach, the Beech lined up on the wrong runway and overtook his airplane, impacting the top of the Cessna. The student continued with the uneventful landing.

The Beech was not damaged, but the Cessna's left wing was bent up about 30 degrees.

Student pilot Information

Certificate:	Student	Age:	43, 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 With waivers/limitations	Last FAA Medical Exam:	October 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	73 hours (Total, all aircraft), 24 hours (Total, this make and model), 3 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N738AH
Model/Series:	172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	69822
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 1, 2005 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	46 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2624.6 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4M
Registered Owner:	Thomas V. Bressan	Rated Power:	180 Horsepower
Operator:	David Rothfus	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	POC,1000 ft msl	Distance from Accident Site:	
Observation Time:	10:47 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	15 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	La Verne, CA (POC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	10:50 Local	Type of Airspace:	Class D

Airport Information

Airport:	Brackett POC	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	26L	IFR Approach:	None
Runway Length/Width:	4838 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	34.091667,-117.781944

Administrative Information

Investigator In Charge (IIC):	Charnon, Nicole
Additional Participating Persons:	Gary J Kappa; Federal Aviation Administration; Los Angeles, CA
Original Publish Date:	August 29, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=62981

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](#).