



National Transportation Safety Board Aviation Accident Final Report

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| Location: | HUNTINGTON BEAC, CA | Accident Number: | LAX82FA345A |
| Date & Time: | 09/17/1982, 1641 PDT | Registration: | N9FQ |
| Aircraft: | BEECH 200 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

N9FQ, A BEECH 200, HAD TAKEN OFF FROM RWY 19R AT JOHN WAYNE ARPT AT SANTA ANA, DEPARTED THE TRAFFIC PATTERN ON A RIGHT CROSSWIND LEG, & PROCEEDED NW TOWARD BURBANK. N732BP, A C-210L, WAS ON A LOCAL TRAINING FLT OUT OF SANTA ANA & HAD JUST COMPLETED PRACTICE LANDINGS AT CHINO ARPT. ACCORDING TO THE PLT OF THE BEECH 200, AT APPROXIMATELY 3,300 FT IN STRAIGHT & LEVEL FLT ON A HEADING OF 290 DEG AT APPROXIMATELY 170 KTS, HE OBSERVED AN ACFT HIT HIS RIGHT WING. HE SUBSEQUENTLY RETURNED TO JOHN WAYNE ARPT & LANDED WITHOUT FURTHER INCIDENT. NEITHER ACFT WAS IN COMMUNICATION WITH ANY FAA FACILITY AT THE TIME OF THE COLLISION. THE COLLISION OCCURRED AT A LAT OF 33-42N & LONG OF 117-59W.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: CRUISE - NORMAL

Findings

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

Factual Information

Pilot Information

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| Certificate: | Airline Transport | Age: | 33, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land; Single-engine Sea | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane Multi-engine; Airplane Single-engine | Toxicology Performed: | |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last Medical Exam: | 07/30/1981 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 9700 hours (Total, all aircraft), 208 hours (Total, this make and model), 8765 hours (Pilot In Command, all aircraft), 147 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---|--------------|
| Aircraft Manufacturer: | BEECH | Registration: | N9FQ |
| Model/Series: | 200 200 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | | Serial Number: | BB-603 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 10 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 12500 lbs |
| Time Since Last Inspection: | 40 Hours | Engines: | 2 Turbo Prop |
| Airframe Total Time: | 1076 Hours | Engine Manufacturer: | P&W |
| ELT: | Installed, not activated | Engine Model/Series: | PT6A-41 |
| Registered Owner: | MR. & MRS. H. A. BRAUN | Rated Power: | 850 hp |
| Operator: | MR. & MRS. H. A. BRAUN | Air Carrier Operating Certificate: | |

Meteorological Information and Flight Plan

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|----------------------------------|------------------------|-------------------------------|--------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Observation Time: | 0000 |
| Distance from Accident Site: | 0 Nautical Miles | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Unknown / 0 ft agl | Temperature/Dew Point: | 70° C / 0° C |
| Lowest Ceiling: | Overcast / 5000 ft agl | Visibility | 5 Miles |
| Wind Speed/Gusts, Direction: | 4 knots, 200° | Visibility (RVR): | 0 ft |
| Altimeter Setting: | 29 inches Hg | Visibility (RVV): | 0 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | SANTA ANA, CA (SAN) | Type of Flight Plan Filed: | None |
| Destination: | BURBANK, CA (BUR) | Type of Clearance: | None |
| Departure Time: | 1637 | Type of Airspace: | |

Wreckage and Impact Information

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

Administrative Information

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|-----------------------------------|--|------------|
| Investigator In Charge (IIC): | Adopted Date: | 09/17/1983 |
| Additional Participating Persons: | | |
| Publish Date: | | |
| Investigation Docket: | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . | |

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.