

National Transportation Safety Board  
Washington, DC 20594

Brief of Accident

Adopted 05/16/1989

NYC87FA098B  
File No. 1876

02/26/1987

MONTGOMERY, NY

Aircraft Reg No. N3252M

Time (Local): 15:00 EST

Make/Model: BELLANCA / 8KCAB  
Engine Make/Model: LYCOMING / AEIO-320-E1A  
Aircraft Damage: Substantial  
Number of Engines: 1  
Operating Certificate(s): None  
Type of Flight Operation: Personal  
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	0	1
Pass	0	0	1

Last Depart. Point: Same as Accident/Incident Location  
Destination: Local Flight  
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day  
Weather Info Src: Pilot  
Basic Weather: Visual Conditions  
Lowest Ceiling: 15000 Ft. AGL, Broken  
Visibility: 20.00 SM  
Wind Dir/Speed: 300 / 012 Kts  
Temperature (°C): 4  
Precip/Obscuration: None

Pilot-in-Command

Age: 50

Flight Time (Hours)

Certificate(s)/Rating(s)

Commercial; Multi-engine Land; Single-engine Land

Instrument Ratings

None

Total All Aircraft: 1000

Last 90 Days: 30

Total Make/Model: 200

Total Instrument Time: 10

BOTH ACFT WERE OPERATING UNDER VISUAL FLIGHT RULES IN THE VICINITY OF ACTIVE AIRPORTS. THE CESSNA 402 WAS IN A CRUISE DESCENT. THE DECATHLON WAS IN LEVEL FLIGHT. NEITHER PILOT IN THE 402 RECALLS SEEING THE DECATHLON, WHICH WAS STRUCK ON THE RT WING. THE DECATHLON PLT TOOK EVASIVE ACTION TO AVOID THE COLLISION HEAD ON. THE PILOTS OF BOTH AIRCRAFT STATED THAT PRIOR TO THE MID-AIR COLLISION THEY WERE OCCUPIED WITH WATCHING A MILITARY C5A TRANSPORT AIRCRAFT WHICH WAS OPERATING IN THE SAME AREA. AFTER THE COLLISION, THE DECATHLON DESCENDED OUT OF CONTROL AND TURNED 180 DEGREES BEFORE THE PILOT WAS ABLE TO REGAIN CONTROL AND RETURN TO ORANGE COUNTY AIRPORT AND LAND WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

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Occurrence #1: MIDAIR COLLISION

Phase of Operation: CRUISE

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  2. (F) INATTENTIVE - PILOT IN COMMAND
  3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
  4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
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Occurrence #2: ALTITUDE DEVIATION, UNCONTROLLED

Phase of Operation: DESCENT - UNCONTROLLED

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.