

National Transportation Safety Board  
Washington, DC 20594

Brief of Accident

Adopted 01/02/2002

IAD00LA027A  
File No. 11237                      03/18/2000                      ERWINNA, PA                      Aircraft Reg No. N2520Z                      Time (Local): 11:10 EST

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Make/Model:	Bellanca / 8KCAB	Fatal	0	Serious	0	Minor/None	2
Engine Make/Model:	Lycoming / AEIO-360-HIA	Crew	0				
Aircraft Damage:	Substantial	Pass	0				0
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Instructional						
Reg. Flight Conducted Under:	Part 91: General Aviation						

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Last Depart. Point:	Same as Accident/Incident Location	Condition of Light:	Day
Destination:	Local Flight	Weather Info Src:	Weather Observation Facility
Airport Proximity:	On Airport	Basic Weather:	Visual Conditions
Airport Name:	VANSANT AIRPORT	Lowest Ceiling:	None
Runway Identification:	7	Visibility:	10.00 SM
Runway Length/Width (Ft):	3058 / 120	Wind Dir/Speed:	030 / 008 Kts
Runway Surface:	Grass/turf	Temperature (°C):	-1
Runway Surface Condition:	Dry	Precip/Obscuration:	None / None

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Pilot-in-Command	Age: 73	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 14000
Commercial; Multi-engine Land; Single-engine Land; Glider		Last 90 Days: 150
Instrument Ratings		Total Make/Model: 300
Airplane		Total Instrument Time: 131

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The flight instructor and private pilot flew the Bellanca airplane in the traffic pattern for several minutes, and were on the fourth approach to the runway at the time of the accident. The private pilot said they flew a 'squared off traffic pattern' and were approximately 50 feet above ground level (agl) on final approach when the other airplane's shadow passed over. The pilot of the Piper said he entered the traffic pattern on the downwind leg, but flew a modified base leg to final for noise abatement. Witnesses described the Bellanca above and behind the Piper after both airplanes turned final. They said the Bellanca overtook the Piper as it descended below the Piper in a slip. Three witnesses said the Bellanca slowed, pitched up, and was struck from behind by the Piper. One witness said the Bellanca's approach was on the runway heading, while the Piper's approach was '...tracking inbound left of the centerline on a slight angle.' The crew turned off the Bellanca's radios after engine start, and the Piper was not equipped with a communication radio. There was no locally published procedure for flight in and around the traffic pattern nor were there any depicted 'no fly' areas for purposes of noise abatement. According to the Aeronautical Information Manual: 'When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right of way, but it shall not take advantage of this rule to cut in front of another which is on final approach to land, or to overtake that aircraft.' Each pilot reported there were no mechanical deficiencies with their respective airplanes.

Brief of Accident (Continued)

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

Findings

1. (C) TRAFFIC PATTERN PROCEDURE - IMPROPER
  2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
  3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
  4. (C) VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
  5. (F) RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND(CFI)
  6. (F) RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
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.  
the improper entry into the traffic pattern by the pilot of the Piper airplane and the inadequate lookout by the pilots in both airplanes. A factor in the accident was that radio communication was not possible because the Piper was not so equipped, and the Bellanca's radios were turned off.