

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 01/02/2002

MIA01FA074A File No. 11270	02/09/2001	Leesburg, FL	Aircraft Reg No. N123WA	Time (Local): 09:15 EST	
Make/Model: American / 8KCAB			Fatal	Serious	Minor/None
Engine Make/Model: Lycoming / AEIO-360-H2A			Crew 0	0	1
Aircraft Damage: Substantial			Pass 0	0	0
Number of Engines: 1					
Operating Certificate(s): None					
Type of Flight Operation: Personal					
Reg. Flight Conducted Under: Part 91: General Aviation					

Last Depart. Point: Ocala, FL	Condition of Light: Day
Destination: Same as Accident/Incident Location	Weather Info Src: Weather Observation Facility
Airport Proximity: On Airport	Basic Weather: Visual Conditions
Airport Name: Leesburg Regional	Lowest Ceiling: None
Runway Identification: 13	Visibility: 10.00 SM
Runway Length/Width (Ft): 5000 / 100	Wind Dir/Speed: 160 / 004 Kts
Runway Surface: Asphalt	Temperature (°C): 18
Runway Surface Condition: Dry	Precip/Obscuration: None

Pilot-in-Command	Age: 44	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 1700
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land;		Last 90 Days: 35
Instrument Ratings		Total Make/Model: 30
Airplane		Total Instrument Time: 184

Leesburg Municipal Airport has no operating control tower. The Decathlon conducted a long straight-in approach to Leesburg's runway 13 while the Extra 300 was conducting practice landings from a left traffic pattern. A ground collision occurred between the Decathlon's empennage, and the Extra's propeller/spinner and wing leading edge as the Decathlon was in its decelerating ground roll and the Extra was in the latter stage of its landing flare. The forces imparted to the Decathlon caused it to become airborne, nose high, and execute a roll about its longitudinal axis. The aircraft came to rest on the runway, inverted. The Extra under ran the Decathlon, commenced a skid, and sheared its right wheel/brake assembly. Both aircraft were substantially damaged, and the Decathlon pilot received minor injuries. Numerous witnesses stated they heard no radio calls on the proper UNICOM/CTAF frequency from either aircraft. The UNICOM/CTAF frequency had been changed from 122.7 to 122.725, and was properly displayed in the Southeast Airport/Facility Directory, (A/FD) effective November 30, 2000. The Aeronautical Information Manual, Chapter 4, " Air Traffic Control", recommends for traffic operations at airports without an operating control tower, (1) Enter pattern in level flight, abeam the midpoint of the runway, at pattern altitude. (1,000' agl is recommended pattern altitude unless established otherwise...), (2) Maintain pattern altitude until abeam approach end of the landing runway on downwind leg, (3) Complete turn to final at least 1/4 mile from the runway.

Brief of Accident (Continued)

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02/09/2001

Leesburg, FL

Aircraft Reg No. N123WA

Time (Local): 09:15 EST

Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)

Phase of Operation: LANDING - ROLL

Findings

1. (C) VISUAL SEPARATION - INADEQUATE - PILOT IN COMMAND
 2. (F) UNICOM - INCORRECT - PILOT IN COMMAND
 3. (F) PLANNED APPROACH - CONFLICTING - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - RUNWAY

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

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

The failure of the pilot of N123WA and the failure of both pilots of N301NL to adequately insure visual separation between their aircraft and other aircraft in the landing pattern, resulting in a runway collision. Factors contributing to the accident were the pilots of both aircraft not using the correct UNICOM/CTAF frequency, and the pilot of N123WA executing a landing approach that conflicted with the traffic pattern entry recommended by the Aeronautical Information Manual for airports without operating control towers.