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|  National Transportation Safety Board PRELIMINARY REPORT AVIATION | | NTSB ID: CEN10FA011B | | Most Critical Injury: Fatal | | | |
| | | Occurrence Date: 10/10/2009 | | Investigated By: NTSB | | | |
| | | Occurrence Type: Accident | | | | | |
| Location/Time | | | | | | | |
| Nearest City/Place | | State | Zip Code | Local Time | Time Zone | | |
| Alexandria | | LA | 71303 | 1430 | CDT | | |
| Aircraft Information | | | | | | | |
| Registration Number | | Aircraft Manufacturer | | Model/Series Number | | | |
| N8072F | | CESSNA | | 150F | | | |
| Type of Aircraft: Airplane | | | Amateur Built Aircraft? No | | | | |
| Injury Summary: | | Fatal | Serious | 1 | Minor | 1 | None |
| Revenue Sightseeing Flight: No | | | Air Medical Transport Flight: No | | | | |
| Narrative | | | | | | | |
| Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident: | | | | | | | |
| <p>On October 10, 2009, approximately 1430 central daylight time, two Cessna 150Fs, N8642S and N8072F, were substantially damaged following an in-flight collision near Alexandria, Louisiana. The pilot flying N8642S, hereafter referred to as "lead", and the passenger on board N8642S were fatally injured. The pilot flying N8072F, hereafter referred to as "the wingman," sustained minor injuries and the passenger on board N8072F was seriously injured. Visual meteorological conditions prevailed and no flight plans were filed for the personal flights operating under Title 14 Code of Federal Regulations Part 91. Both airplanes departed Esler Airport (ESF), Alexandria, Louisiana at an unknown time as a two-ship formation with the intended destination of Pineville Municipal Airport (2L0), Alexandria, Louisiana.</p> <p>According to statements provided by the pilot of N8072F, the formation intended to perform a low-pass at 2L0 followed by a full stop landing. N8642S led the formation and N8072F assumed the number two position in the formation, which was aft and to the right of the lead airplane with 100 feet of separation. The formation members were communicating on Pineville Municipal Airport's UNICOM frequency. The formation utilized the radio to transmit formation intention and position of the wingman. The formation conducted a low pass at 2L0 approximately 200 feet above ground level and offset from the runway about 400 feet. During the climb out to enter the downwind pattern, lead radioed his intention to turn right. The wingman was concerned about his relative position to lead and radioed that lead should not turn too hard to the right. The wingman observed the lead airplane bank approximately 45 degrees to the right. The wingman pitched nose up and rolled quickly to the right in an attempt to separate from lead. The wingman reported feeling the collision and seeing flashes of blue.</p> <p>A local photographer captured one image prior to the collision and several images which captured the post-collision events. The first image that captured the post-collision events showed the lead airplane inverted, the right wing buckling towards the fuselage and the empennage separated from the aft baggage bulkhead. In addition, lead's separated vertical fin and various debris is suspended in air near the lead airplane. In this photo the wingman's airplane appears to be in a right bank in excess of 90 degrees.</p> <p>An examination of the wreckage sites was conducted by the National Transportation Safety Board, Federal Aviation Administration (FAA), and a technical representative from Cessna Aircraft. The lead's airplane was blue and white and the wingman's airplane was black and white. The lead airplane's vertical fin was found 214 feet from lead's main wreckage. Black discoloration was present on the upper half of the vertical fin's right side. The lead airplane's wreckage site was surrounded by several mature trees. Ground and impact scars were consistent with the airplane impacting with very little forward velocity. The right wing was folded underneath itself at the flap-aileron junction. Near this fold, and located on the leading edge, were three propeller blade strikes with one of the strikes on the wing spar.</p> | | | | | | | |
| PRELIMINARY INFORMATION - SUBJECT TO CHANGE | | | | | | | |

National Transportation Safety Board

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AVIATION

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Occurrence Type: Accident


Narrative (Continued)

The wingman's wreckage was located in a heavily wooded area about 180 feet from the lead airplane's wreckage. Damage to tree was consistent with the airplane impacting the trees in a near 45 degrees angle and rotating 60 degrees clock-wise before coming to rest in a nose-low attitude. Blue paint was discovered on the left wing strut, underneath the left wing, on the left wing's leading edge, and on the non-chambered side of a propeller blade. Several gouges and chord-wise scratches were found on both propeller blades.

At 1453, an automated weather reporting facility at Alexandria International Airport (AEX), located 5 nautical miles to the west of the accident site reported winds from 070 degrees at 4 knots, visibility 10 miles, ceiling overcast at 1,300 feet, temperature 19 Celsius (C), dew point 16 C, and a barometric pressure of 30.08 inches of Mercury.

Updated on Nov 2 2009 2:21PM

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| | | Occurrence Date: 10/10/2009 | |
| | | Occurrence Type: Accident | |
| Other Aircraft Involved | | | |
| Registration Number N8642S | Aircraft Manufacturer CESSNA | Model/Series Number 150F | |
| Accident Information | | | |
| Aircraft Damage: Substantial | | Accident Occurred During: | |
| | | | |
| Crew | Name | Certificate No. | Injury |
| Pilot | On File | | Minor |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| Operator Information | | | |
| Name NEWELL LAWRENCE L | | Operator Designator Code | Doing Business As |
| Street Address 147 OLD MONCLA HWY | | City MARKSVILLE | State LA Zip Code 71351 |
| -Type of Certificate(s) Held: None | | | |
| Air Carrier Operating Certificate(s): | | | |
| Operating Certificate: | | Operator Certificate: | |
| Regulation Flight Conducted Under: Part 91: General Aviation | | | |
| Type of Flight Operations Conducted: Personal | | | |
| Flight Plan/Itinerary | | | |
| Type of Flight Plan Filed: None | | | |
| Last Departure Point Alexandria | | State LA | Airport Identifier ESF |
| Destination Same as Accident/Incident Location | | State | Airport Identifier 2L0 |
| Weather Information | | | |
| Investigator's Source: Internet | | Facility ID: AEX | Observation Time (Local): 1453 |
| Sky/Lowest Cloud Condition: | | Ft. AGL | |
| Lowest Ceiling: Overcast | 1300 Ft. AGL | Visibility: 10 SM | Altimeter: 30.08 "Hg |
| PRELIMINARY INFORMATION - SUBJECT TO CHANGE | | | Page 2 |

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Weather Information (Continued from page 2)

| | | | |
|--------------------|------------------|--------------------------------------------------------|--|
| Temperature: 19 °C | Dew Point: 16 °C | Wind Direction: 70 | |
| Wind Speed: 4 Kts. | Gusts: Kts. | Weather Conditions at Accident Site: Visual Conditions | |

Administration Data

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|-------------------------------------------------------------|---------------------------------------------------|
| Notification From FAA SW ROC | Date |
| FAA District Office/Coordinator FAA FSDO Wyatt Seeger | Investigator-In-Charge (IIC) Jason T. Aguilera |