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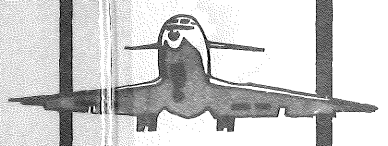

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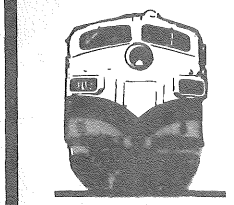

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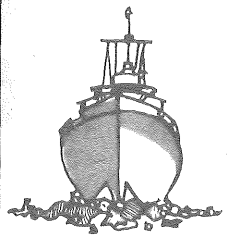
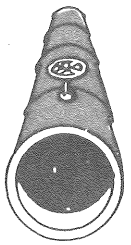


AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 6 OF 1982 ACCIDENTS

NTSB / AAB-83 / 08



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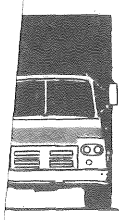

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15. Supplementary Notes

16. Abstract

This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during calendar year 1982. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of opertion and type of aircraft.

File Numbers: 1001 thru 1200

17. Key Words	18. Distribution Statement
Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather	This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161

19. Security Classification (of this report)	20. Security Classification (of this page)	21. No. of Pages	22. Price
UNCLASSIFIED	UNCLASSIFIED	421	

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FOREWARD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304(a) of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein.

This publication is issued seventeen (17) times per year and contains approximately 200 U.S. and foreign aircraft accident reports arranged in state and date order. In addition, each issue contains statistical tables which tabulate and summarize selected accident information, such as fatal injuries and type of operating certificate. Care should be used when interpreting this tabular data because they are compiled from a random selection of accident records and they do not necessarily reflect an accurate statistical distribution for a total year's accident record.

The enclosed computer briefs are the reports of the National Transportation Safety Board and thereby subject to the limitations of 49 USC 1441(e) which states:

> "No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damage growing out of any matter mentioned in such report of reports."

In reading these reports, it should be borne in mind that they are produced directly from records on magnetic disk by electronic data processing equipment. Due to spacing limitations a number of abbreviations are utilized in the narrative section. Therefore, caution should be exercised in reading this section on the Briefs of Accident.

Collisions between aircraft are treated as one accident. An analysis is done on each aircraft involved in a collision. This produces two aircraft accident records per accident. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents.

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board, Upon request, these reports will be produced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

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Airframe/Component/System Failure/Malfunction

Occurrences resulting from failure of any part of the airframe/component/system while in flight or in motion on the ground. Excludes failure resulting from contact with another airplane or object, or impact with the ground, or damage from landing gear collapse or retraction.

Powerplant - Loss of Power

Occurrences of engine failure or malfunction for any reason. Includes engine stoppage, power interruption, or power loss, actual or simulated.

PHASE OF OPERATION

The phase of operation relates to the particular segment of the flight or occurrences during which the circumstances of the accident occur.

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions, and circumstances are considered. The object is to ascertain these cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. The term factor is used to denote those elements of an accident which further explain or supplement the probable cause(s). Additional items that are not categorized as cause or factors are indicated as findings. These items are of interest in the investigation, however, they do not relate directly to the cause of the accident.

BASIC WEATHER CONDITIONS

The types of weather conditions (VMC/IMC) are determined in accordance with the prescribed minima in Part 91 of the Federal Aviation Regulations. These minima pertain to the ceiling and visibility, in conjunction with the type of airspace, at the accident site. Type of weather conditions are based on surface weather as determined from officially recognized sources. Weather conditions encountered in flight are not necessarily representative of the classifications VMC/IMC as carried under Weather Data.

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AIRCRAFT ACCIDENTS

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DEFINITIONS

The following definitions contained in CFR 49, Part 830, Paragraph 830.2 apply when used in this publication.

Aircraft Accident

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

Fatal Injury

Any injury which results in death within 30 days of the accident.

Serious Injury

Any injury which 1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; 4) involves injury to any internal organ; or 5) involves second or third degree burns, or any burns affecting more than 5 percent of the body surface.

Substantial Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. 2) Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "Substantial Damage" for the purpose of this part.

OCCURRENCE

Occurrence relates to the immediate circumstance of the event. Occurrences are numbered in descending order and directly relate to the phase of operation. Some examples of occurrences are as follows:

Gear Collapsed

Collapse of the landing gear due to mechanical failure other than malfunction of the retracting mechanism.

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

The type of operating certificate/type of operation refers to the purpose for which the aircraft is being operated at the time of the accident. This type of operating certificate is broken into two categories. These categories are:

1. GENERAL AVIATION

This operating certificate refers to operations involving U.S. and foreign aircraft owned and operated by persons, businesses, corporations, et cetera. This category also includes public use aircraft.

To further define General Aviation operations we have classified the following:

Pleasure

Flying by individuals in there own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

Business

The use of aircraft by pilots (not receiving direct salary or compensation for piloting) in connection with their occupation or in the furtherance of a private business.

Corporate/Executive Operations

The use of aircraft owned or leased, and operated by a corporation or business firm for the transportation of personnel or cargo in furtherance of the corporation's or firm's business, and which are flown by professional pilots receiving a direct salary or compensation for piloting.

Instructional Flying

Refers to flying accomplished in supervised training under the direction of an accredited instructor.

Other Flying

Includes other kinds of flying not covered under the other broad categories. In some instances the criterion of direct financial return may or may not be present.

2. AIR CARRIER

This operating certificate refers to all operations conducted for direct financial return except instructional flying. It includes Domestic/Flag Air Carriers, Supplemental Air Carriers, All Cargo Air Service Air Carriers, Commercial Operators, Air Travel Club, and Corporate (14 CFR 125) operations. Also included in this category are Commuter Air Carrier and On-Demand Air Taxi operations.

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Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 1001 Through 1200
Issue Number 6

TYPE OF OPERATION SUMMARY

Category	Total Occurrences	Total Fatal Occurrences	Total Number Fataltities
General Aviation	197	24	50
Part 135 (Air Taxi)	3	0	0
Part 135 (Commuter)	0	0	0
Part 121 (Air Carrier)	1	0	0
Totals	201	24	50

National Transportation Safety Board
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 1001 Through 1200
Issue Number 6

TYPE OF AIRCRAFT SUMMARY

Category	Total Occurrences	Total Fatal Occurrences	Total Number Fatalities
Fixed-Wing (Single Engine)	152	22	44
Fixed-Wing (Multi-Engine)	22	2	6
Rotorcraft	21	0	0
Glider	4	0	0
Balloon	2	0	0
Blimp/Dirigible	0	0	0
Totals	201	24	50

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1001	N8988P	031882	KINGSVILLE, TX	PIPER	PA-24-260	FATAL	316
1002	N7705Y	051782	SAN ANTONIO, TX	PIPER	PA-30	SERIOUS	360
1003	N9043M	052382	N. CORDOVA, AK	CESSNA	180	FATAL	6
1004	7907K	041882	JONESBORO, AR	BEECH	S-35	NONE	30
1005	N9964Z	041482	FORNEY, TX	GOODYEAR	FGID(F4U)	NONE	338
1006	N2138Y	042282	CAMERON, LA	BELL	206L-1	NONE	174
1007	N1350	041882	FORT WORTH, TX	DEHAVILLAND	DH-82A	NONE	344
1008	N79885	041882	KENDALIA, TX	CESSNA	182P	MINOR	342
1009	N5204M	042882	RIDGEVILLE, WI	BEECH	BE-19	NONE	394
1010	N43393	032382	LISBON, ND	TAYLORCRAFT	BC-12D	NONE	228
1011	N2761J	042082	RAYMONDVILLE, TX	CESSNA	A150M	MINOR	348
1012	N62003	041782	KIRBYVILLE, TX	MAULE	M-5-210C	NONE	340
1013	N7958F	040582	CORPUS CHRISTI, TX	CESSNA	150F	MINOR	328
1014	N639S	040582	FORT WAYNE, IN	SWEARINGEN	SA226TC	NONE	140
1015	N6739B	042782	LANCASTER, OH	PIPER	PA-22-150	NONE	258
1016	N91760	043082	BATAVIA, OH	BENSON	BM8	NONE	260
1017	N41AL	041382	WEST DELTA 105D, GM	BELL	206B	MINOR	108
1018	N195X	050882	ANCHORAGE, AK	CESSNA	195	MINOR	2
1019	N8417Z	041582	ALBUQUERQUE, NM	CESSNA	205	NONE	252
1020	N3916	041882	LIBERTY HILL, TX	EVANS	VP-1	NONE	346
1021	N4966	071482	SKWENTNA, AK	AEROSPATIALE	SA-318C	NONE	18
1022	N9692U	071682	TOKETEE, OR	GRUMMAN	AA-5A	MINOR	282
1023	N52763	071982	FT. YUKON, AK	CESSNA	182	NONE	20
1024	N99996	042382	VAN HORN, TX	MOONEY	M20K	FATAL	350
1025	N58947	020182	PAMPA, TX	CESSNA	182	FATAL	310

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1026	N2146Y	071882	PORTLAND, OR	PIPER	PA-28-161	FATAL	284
1027	N6954M	062382	LOPEZ ISLAND, WA	STINSON	108-3	SERIOUS	382
1028	N2947N	062982	GLACIER BAY, AK	PIPER	PA-32-300	NONE	14
1029	N5276D	071282	SOLDOTNA, AK	CESSNA	180	NONE	16
1030	N43957	071882	LAWRENCE, KS	PIPER	PA-28-181	NONE	164
1031	N3335J	071482	BONNER SPRINGS, KS	CESSNA	150G	NONE	162
1032	N82651	072482	KENT, WA	AERONCA	7AC	SERIOUS	392
1033	N7469F	070282	TAMPA, FL	HUGHES	269C	NONE	92
1034	N3171M	071282	EUGENE, OR	PIPER	PA-12	NONE	280
1035	N58414	072082	35 W. OF KETCHIKAN, AK	HUGHES	369D	NONE	22
1036	N12437	062882	HEADLAND, AL	BELL	47G-3B-1	MINOR	26
1037	N16694	060382	STILLWATER, MN	HARDIE	TERN II	NONE	194
1038	N9707J	060882	HALLOCK, MN	CESSNA	188B	NONE	196
1039	N1094G	053082	MARENGO, IL	SWANSON	SSW-DTV	MINOR	136
1040	N5919	062782	KENNEWICK, WA	BENSEN	B-8M	NONE	384
1041	N5600M	073182	ARLINGTON, TN	VARGA	2180	SERIOUS	308
1042	N2643H	062082	BROOKSVILLE, FL	SCHWEIZER	2-33A	SERIOUS	82
1043	N620WF	062882	BENNINGTON, VT	PIPER	PA-31	NONE	376
1044	N93DM	062982	SCOOBA, MS	CESSNA	185	NONE	214
1045	N89551	060782	MCKINNEY, TX	CESSNA	152	NONE	364
1046	N13533	012482	FLAGSTAFF, AZ	CESSNA	172	NONE	34
1047	N10065	052982	BLOUNTVILLE, TN	BELL	47D1	NONE	304
1048	N124A	051482	HOPKINSVILLE, KY	CESSNA	205	NONE	166
1049	N10015	071382	FT. LEAVENWORTH, KS	CESSNA	305A	NONE	160
1050	N38540	022882	BRADLEY, SC	PIPER	PA-32-260	FATAL	294

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1051	N1837R	030282	SMITHFIELD, RI	CESSNA	182RG	NONE	292
1052	N41664	012182	10NM N. OF MCNARY, AZ	PIPER	PA-28-235	FATAL	32
1053	N4193Y	031282	LUBBOCK, TX	BELLANCA	7ECA	NONE	314
1054	N5870E	040882	SANTA FE, NM	CESSNA	150	MINOR	246
1055	N62619	041182	ALBUQUERQUE, NM	CESSNA	172P	MINOR	250
1056	N36493	040782	EDNA, TX	AIR TRACTOR	AT-400	NONE	332
1057	N1105M	040682	CENTER, TX	RYAN	NAVION A	MINOR	330
1058	N47246	040682	SILETZ, OR	SIKORSKY	S-58J	NONE	274
1059	N8059F	042182	LOWELL, MI	HUGHES	269A	MINOR	182
1060	N6415X	052182	GILLETTE, WY	CESSNA	180D	NONE	400
1061	N6069H	040482	ASPERMONT, TX	PIPER-AEROST	601P	NONE	324
1062	N5361M	040982	LAFAYETTE, LA	CESSNA	152	NONE	172
1063	64463	040882	HEREFORD, TX	BEECH	C-18S	NONE	334
1064	N6374F	040482	TOMBALL, TX	CESSNA	172N	NONE	326
1065	N9637T	040982	ROCK SPRINGS, TX	CESSNA	210A	NONE	336
1066	N8408U	041182	GALLUP, NM	CESSNA	172	NONE	248
1067	N6553C	100182	WOLSEY, SD	PIPER	PA-28-181	FATAL	302
1068	N6413S	032782	AFTON, OK	BEECH	95-B55	NONE	266
1069	N9101F	032382	CONROE, TX	ROCKWELL	690A	NONE	322
1070	N2153T	032882	NORMAN, OK	PIPER	PA-28-180	NONE	268
1071	N6245Q	032582	NEW ORLEANS, LA	CESSNA	152	NONE	170
1072	N8904W	032682	TULSA, OK	PIPER	PA-28-235	MINOR	264
1073	N6511D	032082	EL PASO, TX	AIRMATE	HP-10	MINOR	318
1074	N2326S	032282	SPEARMAN, TX	SNOW	AT-301	NONE	320
1075	N5417A	032282	WEST MEMPHIS, AR	CESSNA	310B	NONE	28

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1076	N91317	031782	FARMINGTON, NM	PIPER	PA-38-112	MINOR	244
1077	N3514F	031282	BOERNE, TX	CESSNA	182J	NONE	312
1078	N2AL	060582	WOLF CREEK, MT	STARKE	KR-2	NONE	222
1079	N9886	062182	LOMA, CO	CESSNA	182	SERIOUS	74
1080	N57508	062382	PINEDALE, WY	BELLANCE	7GCBC	SERIOUS	402
1081	N3417L	031082	ANGEL FIRE, NM	CESSNA	U-206	NONE	242
1082	N8187A	060582	TAMA, IA	CESSNA	170B	FATAL	112
1083	N2236H	070582	GREENVILLE, SC	BALLON WORKS	FIREFLY 7	NONE	298
1084	N9565U	070182	ST. LOUIS, MO	GRUMMAN	AA1C	NONE	202
1085	N5540P	070282	OBERLIN, KS	PIPER	PA-24-250	MINOR	152
1086	N9161E	070282	MT. VERNON, WA	MAULE	M-5-235C	NONE	386
1087	N6643E	070382	FULLERTON, NE	BEECH	58P	NONE	234
1088	N18003	070382	CLARINDA, IA	CESSNA	150L	NONE	116
1089	N24208	070382	MISSOURI VALLEY, IA	CESSNA	152	NONE	118
1090	N48534	070482	ERICSON, NE	GRUMMAN	G164A	NONE	236
1091	N2732Z	051682	BELDEN, OH	SCHWEIZER	SGU 2 22E	SERIOUS	262
1092	N25718	051682	SCOTTSBLUFF, NE	PIPER	PA-38-112	NONE	232
1093	N2434K	062382	DEERFIELD FIELD, FL	PIPER	PA-38-112	MINOR	86
1094	N8730F	060882	2NM NNM REDMOND, WA	HUGHES	269A	NONE	380
1095	N10247	053182	MURDO, SD	GRUMMAN	G-164	NONE	300
1096	N80751	070682	POINT LOOKOUT, MO	CESSNA	172	NONE	206
1097	N23710	070582	ST. LOUIS, MO	STINSON	HWW-75	NONE	204
1098	N8066B	061982	MAPLE PLAIN, MN	BARRETT	BG-5	SERIOUS	198
1099	N8085C	070582	CHIPLEY, FL	PIPER	PA-28	NONE	96
1100	N7712Y	070282	CLEARWATER, FL	PIPER	PA-30	NONE	94

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1101	N1724E	070782	ST. PETERSBURG, FL	AERONCA CHAM	7AC	NONE	98
1102	N4614Q	042382	LEXINGTON, GA	CESSNA	210	FATAL	104
1103	N103L	041882	CHICAGO PARK, CA	SMITH	MINIPLANE	FATAL	44
1104	N66631	041882	SANTA BARBARA, CA	CESSNA	150	FATAL	42
1105	N129H	052982	SANDWICH, IL	DOUGLAS	DC-3A	NONE	134
1106	N48754	080882	WEAVERVILLE, CA	CESSNA	152	FATAL	68
1107	N123CB	040582	BACONTON, GA	PIPER	PA-31-350	SERIOUS	102
1108	N30162	040982	TORRANCE, CA	CESSNA	177	FATAL	40
1109	N1405L	052282	NORTHVILLE, MI	BEECH	A23	FATAL	186
1110	N7397	070182	DODDSVILLE, MS	GRUMMAN	G-164A	NONE	216
1111	N74023	070582	MANKATO, KS	GULFSTREAM	AA-5B	NONE	154
1112	N6201	070982	MADERA, CA	BOEING	N2S-1-A-75	NONE	66
1113	N95540	071082	SPOKANE, WA	CESSNA	182Q	NONE	390
1114	N8532N	071882	FALLS CITY, NE	PIPER	PA-28-235D	NONE	238
1115	N48732	042982	KENOSHA, WI	CESSNA	152	FATAL	396
1116	N1107T	051382	6NM SSE WRANGELL, AK	HUGHES	369D	MINOR	4
1117	N23SR	052882	OGDEN, UT	QUICKIE	RISE	NONE	370
1118	N4593C	060782	CHICKEN, AK	CESSNA	170	NONE	10
1119	N9834E	062082	CHULUOTA, FL	CESSNA	182P	MINOR	80
1120	N8780S	060682	MONROEVILLE, AL	CESSNA	150F	NONE	24
1121	N248Y	061782	FRANKLIN, NC	BEECH	F35	SERIOUS	226
1122	N757FB	061982	OCEAN SPRINGS, MS	CESSNA	R182	FATAL	210
1123	N16270	061382	OCEAN CITY, MD	AERONCA	C-3	SERIOUS	180
1124	N2067F	061382	HUDSON, IA	BALLOON	FIREFLY 6	NONE	114
1125	N6064G	062782	HOLLYWOOD, FL	CESSNA	150	MINOR	90

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1126	N26056	062782	WEST PALM BEACH, FL	PIPER	PA-38-112	NONE	88
1127	N8228Z	061282	JEROME, ID	CESSNA	210-5(205)	MINOR	122
1128	N3503Q	061882	APPLETON CITY, MO	CESSNA	A188	NONE	200
1129	N2575Q	060382	ARECIBO, PR	CESSNA	182K	NONE	290
1130	N1151W	061082	N. GREENVILLE, FL	BELL	47G-4	NONE	78
1131	N91319	061482	OAKLEY, ID	PIPER	PA-38-112	NONE	124
1132	N5193C	062182	NEAR HORSESHOE BEACH, FL	CESSNA	310	NONE	84
1133	N8151A	062082	PACOIMA, CA	CESSNA	170B	NONE	56
1134	N7333X	062982	FRESNO, CA	CESSNA	R182	NONE	62
1135	N63221	070482	LACONIA, NH	CESSNA	150M	NONE	240
1136	N731EG	070782	LULA, MS	CESSNA	A188B	NONE	218
1137	N9319D	071182	STOCKTON, MO	PIPER	PA-22-160	NONE	208
1138	N555KC	071182	CONWAY SPRINGS, KS	PIPER	PA-28-140	NONE	156
1139	N81382	071082	CORVALLIS, OR	GRUMANN	AA-5B	NONE	276
1140	N10914	031782	TILGHMAN ISLAND, MD	CESSNA	150	FATAL	178
1141	N714FF	070782	FT EUSTIS, VA	CESSNA	150	NONE	374
1142	N15970	071282	LAWRENCE, KS	PIPER	PA-28-180	NONE	158
1143	N45477	062682	POINT LOBOS, CA	CESSNA	150	MINOR	60
1144	N90946	062582	FAIRBANKS, AK	PIPER	PA-18-150	SERIOUS	12
1145	N1808L	062582	MADISON, MS	BEECH	58	NONE	212
1146	N64187	061282	MCKINLEYVILLE, CA	CESSNA	172	NONE	54
1147	N88049	062682	JACUMBA, CA	BELLANCA	8GCBC	NONE	58
1148	N5522S	051782	WEST POINT, VA	CESSNA	188	NONE	372
1149	N27JK	070182	MCWHORTER, KY		KR-2	SERIOUS	168
1150	N1298T	060282	HOHENWALD, TN	PIPER	PA-28	SERIOUS	306

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1151	N73871	070282	OSWEGO, SC	BELL-CONT 42	EL TOMCAT-	NONE	296
1152	N761CP	060982	SHOSHONE, ID	CESSNA	T210M	FATAL	120
1153	N5200A	061282	BIRD CITY, KS	BEECH	A35	SERIOUS	150
1154	N13687	060782	THOMASVILLE, GA	CESSNA	172M	FATAL	106
1155	N641U	060782	WILLIAMS, CA	GRUMMAN	G-164	NONE	52
1156	N4583J	011882	BLAIRSVILLE, GA	PIPER	PA-28-180	FATAL	100
1157	N4504Q	050682	BISMARCK, ND	CESSNA	402A	NONE	230
1158	N6265P	050782	PEORIA, IL	CESSNA	152	NONE	128
1159	N186T	043082	VICTORIA, TX	PIPER	PA-18	MINOR	356
1160	N894CA	050182	DILLSBORO, IN	BEECH	C35	NONE	142
1161	N7709T	050582	CISSNO PARK, IL	CESSNA	172A	NONE	126
1162	N7606H	050282	QUINCY, IN	PIPER	PA-12	MINOR	144
1163	N39669	042682	ALBUQUERQUE, NM	PIPER	PA-44-180	NONE	254
1164	N3DY	042982	LANCASTER, PA	CHRISTIAN	EAGLE II	NONE	288
1165	N1759P	042382	HARDIN, MT	PIPER	PA-18-150	NONE	220
1166	N738QS	032082	FRANCISCO, NC	CESSNA	172N	FATAL	224
1167	N5409	042982	OBERLIN, LA	GRUMMAN	G-164A	NONE	176
1168	N7RA	042382	GARLAND, TX	BEECH	A60	NONE	352
1169	N313Z	050282	OTTUMWA, IA	BEECH	M35	MINOR	110
1170	N888N	071082	SUNRIVER, OR	CESSNA	340	NONE	278
1171	N9931X	070882	BELLINGHAM, WA	COOT	AMPHIBIAN	NONE	388
1172	N5374N	050282	STERLING CITY, TX	BOEING	E75	MINOR	358
1173	N7950S	042682	HUNTINGTON BEACH, CA	BELL	206A	NONE	46
1174	N3748D	041582	20MN OF JACKSON, WY	CESSNA	182A	NONE	398
1175	N731NQ	020782	6 NM NORTH OF SEDONA, AZ	CESSNA	P210N	FATAL	36

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1176	N47111	051382	MUSKEGON, MI	VOLMER	AMPHIBIAN	NONE	184
1177	N1573W	042982	TERMINAL ISLAND, CA	BEECH	V35B	NONE	48
1178	N8036A	042582	SLATON, TX	RAND	KR-1 CATFI	NONE	354
1179	N423CC	040582	LONGMONT, CO	PIPER	PA-28R-201	NONE	70
1180	N4709S	051982	CAHOKIA, IL	CESSNA	R182	NONE	132
1181	N5045G	052282	MT. PLEASANT, TX	BELLANGA	7GCBC	NONE	362
1182	N801DB	121682	HOUSTON, TX	S.N.I.A.S.	AS350D	SERIOUS	366
1183	N2091K	052382	CHANDLER, AZ	PIPER	PA-44-180	MINOR	38
1184	N8694F	072082	CRESWELL, OR	HUGHES	369D	NONE	286
1185	N23725	070282	37 NM NW. OF REDDING, CA	BEECH	V35B	FATAL	64
1186	N2124U	063082	WASHINGTON, IL	PIPER	PA-28RT-20	SERIOUS	138
1187	N99129	052382	SAND SPRINGS, OK	ERCO	415-C	MINOR	270
1188	N6242V	052282	COLORADO SPRINGS, CO	BEECH	V35A	NONE	72
1189	N90763	052482	ADA, OK	ROBINSON	R22	MINOR	272
1190	N528R	052582	FARMINGDALE, NY	BEECH	B95	NONE	256
1191	N1921Z	052582	CHELAN, WA	CESSNA	150	NONE	378
1192	N878AH	052582	PRICE, UT	CESSNA	206	NONE	368
1193	N73616	052882	EVANSVILLE, IN	CESSNA	172	NONE	148
1193	N2986U	052882	EVANSVILLE, IN	CESSNA	172	NONE	146
1194	N9767H	052982	TRACY, MN	CESSNA	182	NONE	192
1195	N153PA	052982	DETROIT, MI	CONVAIR	240	NONE	188
1196	N65AT	052982	NEAR BIG LAKE, AK	ARCTIC	S1B2	NONE	8
1197	N7841S	051782	SUBLETTE, IL	BELL	47G-5	MINOR	130
1198	N4251A	052982	LE SUEUR, MN	BELL	47D1	NONE	190
1199	N8388	052682	WOODLAND, CA	GRUMMAN	G-164A	MINOR	50

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1200	N73268	052982	MARATHON, FL	BELL	47J-2A	NONE	76

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 6 OF 1982 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1018 5/08/82 ANCHORAGE,AK A/C Reg. No. N195X Time (Lcl) - 1050 AST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 195
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3150
No. of Seats - 5

Eng Make/Model - JACOBS R755B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 275 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/008 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
ANCHORAGE
Runway Ident - 14
Runway Lth/Wid - 10496/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	2636	Last 24 Hrs -	0
Make/Model-	155	Last 30 Days-	UNK/NR
Instrument-	776	Last 90 Days-	10
Multi-Eng -	2284	Rotorcraft -	3

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT STATED THAT DURING THE LANDING ROLL, AT A SPEED OF APPROXIMATELY 30 KTS, THE BRAKES WERE APPLIED IN PREPARATION FOR TURNING OFF THE RUNWAY. THE RIGHT BRAKE PEDAL WENT TO THE FLOOR AND ATTEMPTS TO PUMP IT UP WERE UNSUCCESSFUL. THE AIRCRAFT RAN OFF THE LEFT SIDE OF THE RUNWAY AND THE MAIN LANDING GEAR IMPACTED TWO EROSION DITCHES APPROXIMATELY 16 INCHES DEEP AND 25 FEET LONG. THE DITCHES WERE NOT MARKED AND THERE WERE NO NOTAMS. EXAMINATION OF THE BRAKE SYSTEM AFTER THE ACCIDENT REVEALED THAT THE RIGHT BRAKE CYLINDER FAILED.

File No. - 1018 5/08/82 ANCHORAGE,AK A/C Reg. No. N195X Time (Lcl) - 1050 AST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
2. WEATHER CONDITION - GUSTS
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1116 5/13/82 6NM SSE WRANGELL,AK A/C Reg. No. N1107T Time (Lcl) - 1020 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -EXECUTIVE
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	2
Other	0	0	0	0

----Aircraft Information----

Make/Model - HUGHES 369D
Landing Gear - SKID
Max Gross Wt - 3000
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/008 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
WRANGELL,AK
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - UNK/NR
Type of Clearance - NONE
Type Approach Flown - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Instrument Rating(s) - NONE

Age - 35
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - H-369D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	4750	Last 24 Hrs -	3
Make/Model-	2470	Last 30 Days-	9
Instrument-	100	Last 90 Days-	46
		Rotorcraft -	4630

----Narrative----

THE PILOT REPORTED THAT THE AIRCRAFT WAS ON A RECONNAISSANCE FLIGHT TO SURVEY A PROPOSED POWERLINE PROJECT. HE REPORTED THAT DURING THE FLIGHT, THE ENGINE FLAMED OUT AND AN AUTOROTATION WAS INITIATED. HE MANEUVERED THE HELICOPTER TO LAND IN A CLEARANCE, BUT STRUCK THE TOP OF A TREE ABOUT 35 FT AGL. THE HELICOPTER THEN TRAVELED 90 FT HORIZONTALLY AND IMPACTED ON SOFT, SLOPING MUSKEG. AN EXAMINATION OF THE AIRCRAFT AND ENGINE REVEALED NO PREIMPACT FAILURES. THE ENGINE PERFORMED NORMALLY DURING AN OPERATIONAL CHECK. ACCORDING TO THE PILOT AND PASSENGERS, THE HELICOPTER HAD BEEN FLOWN THROUGH AT LEAST ONE AREA OF WET SNOWSHOWERS. HOWEVER, THE INTENSITY OF THE SHOWERS WAS NOT DETERMINED. THE HELICOPTER WAS EQUIPPED WITH AUTO-IGNITION, AN ANTI-ICE SYSTEM, AND A MODIFICATION TO THE ENGINE INLET SCREEN AND INSPECTION DOOR TO REDUCE FOD AND SNOW INGESTION.

File No. - 1116 5/13/82 6NM SSE WRANGELL,AK A/C Reg. No. N1107T Time (Lcl) - 1020 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - SNOW
2. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Finding(s)
3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. TERRAIN CONDITION - DOWNHILL
7. TERRAIN CONDITION - WET
8. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1003 5/23/82 N. CORDOVA,AK A/C Reg. No. N9043M Time (Lcl) - 0635 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: DESTROYED
Fire: NONE

	Fatal	Injuries: Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 6

Eng Make/Model - CONTINENTAL O-470R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR/010 KTS
Visibility - 22.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
VALDEZ,AK
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
KATALLA BEACH
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - 120
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

WITNESSES STATED THAT THE PILOT WAS LANDING DIAGONALLY TO KATALLA BEACH INTO A STRONG HEADWIND. UPON TOUCHDOWN THE LEFT WING LIFTED UP AND THE AIRCRAFT BEGAN A GENTLE TURN TO THE RIGHT. WITNESSES HEARD THE ENGINE POWER INCREASE AND OBSERVED THE AIRCRAFT ATTEMPTING A GO AROUND. THE MAIN LANDING GEAR STRUCK TWO WAVES AND NOSED INTO THE WATER. ONE WITNESS STATED THAT THE WIND WAS BLOWING STEADY AT ABOUT 10 MPH WITH OCCASIONAL HIGHER GUSTS.

File No. - 1003 5/23/82 N. CORDOVA,AK A/C Reg. No. N9043M Time (Lcl) - 0635 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
5. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1196 / 5/29/82 NEAR BIG LAKE,AK A/C Reg. No. N65AT Time (Lcl) - 1130 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - DUAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - ARCTIC S1B2
Landing Gear - FLOAT
Max Gross Wt - 1850
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 330/007 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - 3500 FT BROKEN
Cloud Conditions(2nd) - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ANCHORAGE,AK
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - WATER
Runway Status - WATER - CALM

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,SE SEA

Age - 33
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	967	Last 24 Hrs -	1
Make/Model-	9	Last 30 Days-	26
Instrument-	58	Last 90 Days-	93

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PURPOSE OF THE FLIGHT WAS TO PROVIDE DUAL INSTRUCTION TO A RATED SINGLE-ENGINE-LAND PILOT IN BASIC FLOAT PLANE TRAINING. AFTER PRACTICING A NUMBER OF LANDINGS, THE INSTRUCTOR (IP) SIMULATED AN ENGINE-OUT BY REDUCING THE POWER TO 1000-1200 RPM. AT THIS TIME THE AIRCRAFT WAS ON A CLOSE-IN DOWNWIND LEG BESIDE THE LAKE.
THE IP REALIZED THE STUDENT WOULD NOT BE ABLE TO LAND ON THE LAKE WITHOUT ADDING POWER. HE TOLD THE STUDENT TO ADD POWER AND THEN TOOK THE CONTROLS. THE AIRCRAFT CONTINUED TO SINK AND THE FLOATS STRUCK THE TOPS OF SEVERAL TREES WHILE ON A SHORT BASE LEG. THE IP VISUALLY CHECKED THE FLOATS AND SAW NO DAMAGE, BUT DID NOTICE THE PLANE WAS CARRYING SOME BRANCHES. HE MADE A CONTROLLED LANDING IN THE WATER AND THEN HEADED FOR THE SHORE. BY THE TIME THEY GOT TO THE SHORE, THE DAMAGED FLOAT RIGGING ALLOWED THE PLANE TO LEAN TO THE RIGHT WITH THE RIGHT WING DRAGGING IN THE WATER.

File No. - 1196 5/29/82 NEAR BIG LAKE,AK A/C Reg. No. N65AT Time (Lcl) - 1130 ADT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
1. DISTANCE - MISJUDGED - DUAL STUDENT
2. ALTITUDE - MISJUDGED - DUAL STUDENT
3. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1118 6/07/82 CHICKEN,AK A/C Reg. No. N4593C Time (Lcl) - 2100 AST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 170
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2050
No. of Seats - 4

Eng Make/Model - CONTINENTAL C-145
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 3500 FT SCATTERED
Cloud Conditions(2nd) - 5000 FT BROKEN
Obstructions to Vision- BLOWING SPRAY
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
DELTA JUNCTION,AK
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
CLAIR STRIP
Runway Ident - UNK/NR
Runway Lth/Wid - 1500 -UNK/NR
Runway Surface - GRAVEL
Runway Status - WET
ROUGH

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 29
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	80	Last 24 Hrs	3
Make/Model	80	Last 30 Days	UNK/NR
Instrument	UNK/NR	Last 90 Days	30
Multi-Eng	UNK/NR	Rotorcraft	UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT REPORTED THAT HE MADE A PLEASURE/PERSONAL FLIGHT TO AN OLD HUNTING STRIP. HE REPORTED THAT IT WAS A ROUGH, GRAVEL STRIP THAT WAS LOCATED ON SLOPING TERRAIN. REPORTEDLY AFTER LANDING, HE WAITED FOR A RAIN STORM WITH HEAVY WIND TO PASS BEFORE STARTING HIS DEPARTURE. THE PILOT REPORTED THAT DURING TAKEOFF, HE ENCOUNTERED A GUST OF WIND FROM HIS RIGHT REAR AREA THAT TURNED THE AIRCRAFT. THE PLANE STRUCK SMALL TREES THAT WERE LOCATED CLOSE TO THE STRIP. AN INSPECTION OF THE STUDENT'S LOGBOOK REVEALED THAT HE WAS NOT PROPERLY ENDORSED TO LAND AT THIS AIRPORT. THE ELEVATION OF THE STRIP WAS ABOUT 3100 FT. REPORTEDLY, THE WIND WAS GUSTING TO 20 KTS.

File No. - 1118 6/07/82 CHICKEN,AK A/C Reg. No. N4593C Time (Lcl) - 2100 AST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - TAILWIND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,QUALIFICATION - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
8. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1144 6/25/82 FAIRBANKS,AK A/C Reg. No. N90946 Time (Lcl) - 0200 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4625
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/005 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - 12000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
BOUTINS STRIP
Runway Ident - 24
Runway Lth/Wid - 1000 -UNK/NR
Runway Surface - DIRT
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Instrument Rating(s) - AIRPLANE

Age - 38
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 168
Make/Model- 168
Instrument- UNK/NR
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 40

----Narrative----

DURING THE TAKEOFF ROLL, THE AIRCRAFT BECAME AIRBORNE PREMATURELY AS IT CROSSED OVER A DIP IN THE RUNWAY. AS IT BOUNCED, IT ALSO VEERED TO THE LEFT TOWARD SAPLINGS BESIDE THE RUNWAY. THE PILOT REPORTED THAT HE WAS IN A NOSE HIGH STALL, BUT HE LOWERED THE NOSE AND BEGAN TO REGAIN CONTROL. HOWEVER, THE LEFT WING HIT A WINDSOCK POLE, AND THEN THE PLANE VEERED LEFT AGAIN; CONTACTED TREES, AND CRASHED.

File No. - 1144 6/25/82 FAIRBANKS,AK A/C Reg. No. N90946 Time (Lcl) - 0200 ADT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. OBJECT - OBJECT
6. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1028 6/29/82 GLACIER BAY,AK A/C Reg. No. N2947N Time (Lcl) - 1325 PDT

----Basic Information----

Type Operating Certificate-AIR CARRIER
ON-DEMAND AIR TAXI
Type of Operation -NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -CRUISE

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K-165
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/005 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - 10000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
GUSTAVUS,AK
Destination
HAINES,AK

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	1725	Last 24 Hrs	4
Make/Model	555	Last 30 Days	UNK/NR
Instrument	116	Last 90 Days	220
Multi-Eng	52		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE AIRCRAFT ENGINE STOPPED DURING NORMAL CRUISE AND AN EMERGENCY LANDING WAS MADE IN A DRY RIVER BED. THE LANDING GEAR COLLAPSED FROM OVERLOAD DURING THE LANDING. EXAMINATION OF THE ENGINE REVEALED A CONNECTING DOWEL FOR A DRIVE GEAR DRIVEN BY THE CRANKSHAFT HAD BECOME LOOSE.

File No. - 1028 6/29/82 GLACIER BAY,AK A/C Reg. No. N2947N Time (Lcl) - 1325 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ACCESSORY DRIVE ASSY,DRIVE GEAR - DISCONNECTED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
2. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1029 7/12/82 SOLDOTNA,AK A/C Reg. No. N5276D Time (Lcl) - 1330 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/010 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - 7000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ANCHORAGE,AK
Destination
SOLDOTNA,AK

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
MACKEYS LAKES
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 37
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- 165
Instrument- 0

Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

AFTER LANDING AT A PRIVATE AIRSTRIP THE PILOT TAXIED INTO A PARKED TRUCK. THE LEFT WING OF THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED.

File No. - 1029 7/12/82 SOLDOTNA,AK A/C Reg. No. N5276D Time (Lcl) - 1330 ADT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1021 7/14/82 SKWENTNA,AK A/C Reg. No. N4966 Time (Lcl) - 2052 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PUBLIC - FEDERAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - AEROSPATIALE SA-318C
Landing Gear - SKID
Max Gross Wt - 3650
No. of Seats - 5

Eng Make/Model - TURBOMECA ASTAZOU IIA
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 542 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
SKWENTNA
Runway Ident - 27
Runway Lth/Wid - 3500/ 150
Runway Surface - GRAVEL
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL

HELICOPTER

Instrument Rating(s) - HELICOPTER

Age - 29
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	2080	Last 24 Hrs -	5
Make/Model-	79	Last 30 Days-	UNK/NR
Instrument-	251	Last 90 Days-	UNK/NR
Multi-Eng -	5	Rotorcraft -	2038

----Narrative----

THE PILOT REPORTED THAT AFTER TAKEOFF, AT AN ALTITUDE OF 200 FEET, THE AIRCRAFT BEGAN A MODERATE VIBRATION. WHEN THE AIRCRAFT WAS LEVELED OFF AND THE POWER REDUCED, THE VIBRATION STOPPED. THE PILOT CONTINUED THE FLIGHT AND DURING A CLIMB TURN AT APPROXIMATELY 700 FEET THE VIBRATION BEGAN AGAIN WITH MORE INTENSITY. DURING LANDING THE RIGHT FRONT LANDING SKID TUBE BROKE CAUSING THE ROTOR BLADES TO FLEX AND CONTACT THE TAIL BOOM. EXAMINATION OF THE AIRCRAFT REVEALED ONE ROTOR BLADE HAD SHREDDED INFLIGHT.

File No. - 1021 7/14/82 SKWENTNA,AK A/C Reg. No. N4966 Time (Lcl) - 2052 ADT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. ROTOR SYSTEM,MAIN ROTOR BLADE ABRASION STRIP - DETERIORATED

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
3. POWER ON LANDING - PERFORMED - PILOT IN COMMAND
4. LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. LANDING GEAR,SKID ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1023 7/19/82 FT. YUKON,AK A/C Reg. No. N52763 Time (Lcl) - 1400 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE-UNK/NR
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FAIRBANKS,AK
Destination
FT. YUKON,AK

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
FT. YUKON
Runway Ident - 03
Runway Lth/Wid - 5019 -UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	1200	Last 24 Hrs -	4
Make/Model-	900	Last 30 Days-	UNK/NR
Instrument-	250	Last 90 Days-	60

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT STATED THAT HE OVERFLEW THE FT. YUKON AIRPORT AND OBSERVED MEN WORKING ON RUNWAY 21. HE FLEW A DOWNWIND PATTERN FOR RUNWAY 03. WHILE ON FINAL APPROACH TO RUNWAY 03 THE PILOT OBSERVED AN "X" ON THE END OF THE RUNWAY THE PILOT ATTEMPTED A LANDING OFF THE LEFT SIDE OF THE RUNWAY AND COLLIDED WITH THE VISUAL APPROACH SLOPE INDICATOR (VASI). THE PILOT STATED THAT THE "X" ON THE RUNWAY MEANT THAT HE COULD NOT LAND ON THE RIGHT SIDE OF THE RUNWAY AND COULD HAVE LANDED THE LEFT SIDE. FEDERAL AVIATION REGULATIONS DEFINE AN "X" ON THE RUNWAY END TO MEAN THAT THE RUNWAY IS CLOSED AND IS NOT TO BE USED FOR TAKEOFFS OR LANDINGS.

File No. - 1023 7/19/82 FT. YUKON,AK A/C Reg. No. N52763 Time (Lcl) - 1400 ADT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - NOT OPERATING
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. OBJECT - APPROACH LIGHT/NAVAID
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1035 7/20/82 35 W. OF KETCHIKAN,AK A/C Reg. No. N58414 Time (Lcl) - 2015 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -EXTERNAL LOAD
Flight Conducted Under -14 CFR 133
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - HUGHES 369D
Landing Gear - SKID
Max Gross Wt - 2100
No. of Seats - 5

Eng Make/Model - ALLISON 250-D20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/008 KTS
Visibility - 35.0 SM
Cloud Conditions(1st) - 10000 FT SCATTERED
Cloud Conditions(2nd) - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Instrument Rating(s) - AIRPLANE

Age - 36
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 369D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	2880	Last 24 Hrs -	4
Make/Model-	440	Last 30 Days-	90
Instrument-	227	Last 90 Days-	190
		Rotorcraft -	2625

----Narrative----

THE PILOT WAS CONDUCTING A SLING LOAD OPERATION WITH A 50 FT CABLE ATTACHED. AFTER THE LAST SLING LOAD WAS MOVED TO A NEW DRILLING SITE, THE PILOT ELECTED TO LEAVE THE CABLE ATTACHED SINCE THERE WAS NO SUITABLE LANDING AREA NEARBY. HE STATED THAT THE CABLE WAS TRAILING NICELY AS HE DESCENDED DOWN A 1500 FT BLUFF ABOVE THE MAIN CAMP. HOWEVER, AS HE REDUCED THE RATE OF DESCENT AND FORWARD VELOCITY, AND APPLIED POWER, THE CABLE BECAME ENGAGED IN THE TAIL ROTOR. SUBSEQUENTLY, THE PILOT LOST EFFECTIVE CONTROL OF THE HELICOPTER AND CRASHED ON A ROCKY BEACH. THE TAIL ROTOR AND TAIL ROTOR GEAR BOX WERE FOUND ABOUT 100 FT FROM THE HELICOPTER.

File No. - 1035 7/20/82 35 W. OF KETCHIKAN,AK A/C Reg. No. N58414 Time (Lcl) - 2015 PDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation APPROACH

Finding(s)
1. ROTOR SYSTEM - FOREIGN OBJECT DAMAGE
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)
3. ROTOR DRIVE SYSTEM,TAIL ROTOR GEAR BOX(90 DEG) - OVERLOAD
4. ROTOR DRIVE SYSTEM,TAIL ROTOR GEAR BOX(90 DEG) - SEPARATION

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)
5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1120 6/06/82 MONROEVILLE,AL A/C Reg. No. N8780S Time (Lcl) - 1430 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE-UNK/NR
Visibility - 5.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
TUSCALOOSA,AL
Destination
MONROEVILLE,AL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
MONROE COUNTY
Runway Ident - 03
Runway Lth/Wid - 6000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	57	Last 24 Hrs -	0
Make/Model-	54	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	43

Instrument Rating(s) - NONE

----Narrative----

AFTER MAKING A NORMAL LANDING TOUCHDOWN, THE NOSEWHEEL WAS HELD OFF UNTIL IT LOWERED NATURALLY. THE PILOT STATED THAT WHEN THE NOSEWHEEL TOUCHED DOWN, IT SEEMED THAT THE WHEEL WOULD NOT TURN. AT ABOUT THAT TIME, THE NOSE GEAR COLLAPSED AND THE PROPELLER, COWLING, AND LEFT WINGTIP WERE DAMAGED. AN INVESTIGATION REVEALED THAT THE LEFT NOSE WHEEL AXLE NUT WAS MISSING AND THE AXLE HAD FAILED. THE NOSEWHEEL HAD COME LOOSE ON THE LEFT SIDE OF THE NOSE GEAR FORK AND WAS COCKED TO THE LEFT. THERE WAS NO RECENT MAINTENANCE PERFORMED ON THE NOSE GEAR. THE ACCIDENT OCCURRED WHILE THE PLANE WAS BEING FERRIED TO HAVE AN ANNUAL INSPECTION.

File No. - 1120 6/06/82 MONROEVILLE,AL A/C Reg. No. N8780S Time (Lcl) - 1430 CDT

Occurrence NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,AXLE - FAILURE,TOTAL
2. LANDING GEAR,WHEEL - BINDING(MECHANICAL)
3. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1036 6/28/82 HEADLAND,AL A/C Reg. No. N12437 Time (Lcl) - 0700 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -CROP CONTROL RELATED FLIGHT
Flight Conducted Under -14 CFR 137
Accident Occurred During -HOVER

Aircraft Damage: SUBSTANTIAL
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	1	0

----Aircraft Information----

Make/Model - BELL 47G-3B-1
Landing Gear - SKID
Max Gross Wt - 2950
No. of Seats - 3

Eng Make/Model - LYCOMING TVO-435-B1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 220 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/004 KTS
Visibility - 4.0 SM
Cloud Conditions(1st) - 400 FT SCATTERED
Cloud Conditions(2nd) - 15000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND
HELICOPTER

Instrument Rating(s) - AIRPLANE

Age - 44
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	14500	Last 24 Hrs -	UNK/NR
Make/Model-	76	Last 30 Days-	UNK/NR
Instrument-	908	Last 90 Days-	UNK/NR
Multi-Eng -	6010	Rotorcraft -	4000

----Narrative----

THE PILOT WAS POSITIONING THE AIRCRAFT FOR REFUELING WHEN THE MAIN ROTOR CONTACTED THE FUEL METER. THERE WAS SUBSTANTIAL DAMAGE TO THE HELICOPTER AND MINOR INJURIES TO THE CHEMICAL LOADER.

File No. - 1036 6/28/82 HEADLAND,AL A/C Reg. No. N12437 Time (Lcl) - 0700 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation HOVER

Finding(s)
1. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1075 3/22/82 WEST MEMPHIS,AR A/C Reg. No. N5417A Time (Lcl) - 0920 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - DUAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 310B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4700
No. of Seats - 5

Eng Make/Model - CONTINENTAL O-470-M
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 240 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MEMPHIS,TN
Destination
WEST MEMPHIS,AR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data
WEST MEMPHIS MUNICIPAL
Runway Ident - 35
Runway Lth/Wid - 5000/ 100
Runway Surface - CONCRETE
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND

Instrument Rating(s) - AIRPLANE

Age - 32
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)		
Total - 9105	Last 24 Hrs - UNK/NR	
Make/Model- 415	Last 30 Days- UNK/NR	
Instrument- 680	Last 90 Days- 165	
Multi-Eng - 6790		

----Narrative----

DURING A DUAL INSTRUCTION ENGINE OUT IN A TWO ENGINE AIRCRAFT A GO AROUND WAS ATTEMPTED BY THE STUDENT PILOT BECAUSE OF CONFLICTING TRAFFIC IN THE PATTERN. THE AIRCRAFT DEVELOPED A HIGH SINK RATE AND THE CFI LANDED THE AIRCRAFT WHEELS UP. THE STUDENT RAISED THE LANDING GEAR INSTEAD OF THE FLAPS.

File No. - 1075 3/22/82 WEST MEMPHIS,AR A/C Reg. No. N5417A Time (Lcl) - 0920 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
2. REMEDIAL ACTION - IMPROPER - DUAL STUDENT
3. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1004 4/18/82 JONESBORO,AR A/C Reg. No. 7907K Time (Lcl) - 0700 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BEECH S-35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-B
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 135/008 KTS
Visibility - 12.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
JONESBORO MUNI
Runway Ident - UNK/NR
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Instrument Rating(s) - NONE

Age - 46
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2600
Make/Model- 2600
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

----Narrative----

THE PILOT HAD COMPLETED HIS RUN-UP IN PREPARATION FOR TAKEOFF WHEN HE NOTICED SMOKE COMING FROM BEHIND THE INSTRUMENT PANEL AND HE EXITED THE AIRCRAFT. THE INSTRUMENT PANEL WAS DESTROYED BY FIRE BEFORE FIRE FIGHTING EQUIPMENT COULD EXTINGUISH THE FIRE. NO DETERMINATION AS TO THE CAUSE OF THE FIRE COULD BE MADE DUE TO THE EXTENSIVE FIRE DAMAGE.

File No. - 1004 4/18/82 JONESBORO,AR A/C Reg. No. 7907K Time (Lcl) - 0700 CST

Occurrence FIRE
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)
1. FUSELAGE,INSTRUMENT/ELECTRICAL PANEL - FIRE
2. FUSELAGE,INSTRUMENT/ELECTRICAL PANEL - UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1052 1/21/82 10NM N. OF MCNARY,AZ A/C Reg. No. N41664 Time (Lcl) - 1828 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY FCSTR
Basic Weather - IMC
Wind Dir/Speed- 290/013 KTS
Visibility - 2.0 SM
Cloud Conditions(1st) - 7000 FT
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - SNOW
Condition of Light - NIGHT (DARK)

Itinerary
Last Departure Point
BORGER,TX
Destination
PHOENIX,AZ

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND,SE SEA

Age - 31
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - B-76

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	1714	Last 24 Hrs -	UNK/NR
Make/Model-	0	Last 30 Days-	UNK/NR
Instrument-	90	Last 90 Days-	UNK/NR
Multi-Eng -	251		

Instrument Rating(s) - AIRPLANE

----Narrative----

WHILE ON A CROSS COUNTRY FLIGHT THE PILOT FLEW INTO WEATHER WHICH INCLUDED SEVERE TO MODERATE ICING CONDITIONS. ALTHOUGH THE WEATHER WAS FORECAST FOR THE INTENDED ROUTE OF FLIGHT IN A SIGMET IT WAS NOT PROVIDED TO THE PILOT DURING THE INITIAL WEATHER BRIEFING. THE PILOT WAS HOWEVER, AFFORDED OPPORTUNITIES BY ATC WHILE EN ROUTE TO CHANGE HIS DESTINATION AND LAND EN ROUTE. HE ELECTED TO CONTINUE AS PLANNED, ENCOUNTERED ICING AND CRASHED.

File No. - 1052 1/21/82 10NM N. OF MCNARY,AZ A/C Reg. No. N41664 Time (Lcl) - 1828 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. PREFLIGHT BRIEFING SERVICE - IMPROPER - ATC PERSONNEL(FSS)
3. WEATHER CONDITION - ICING CONDITIONS
4. IN FLIGHT WEATHER ADVISORIES - INADEQUATE - ATC PERSONNEL(FSS)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)
5. TERRAIN CONDITION - HIGH TERRAIN
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1046 1/24/82 FLAGSTAFF,AZ A/C Reg. No. N13533 Time (Lcl) - 2230 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 11.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary
Last Departure Point
LAS VEGAS,NV
Destination
FLAGSTAFF,AZ

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
PULLIAM FIELD
Runway Ident - 21
Runway Lth/Wid - 7000/ 150
Runway Surface - ASPHALT
Runway Status - ICE

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Instrument Rating(s) - NONE

Age - 23
Biennial Flight Review
Current - UNK/NR
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	225	Last 24 Hrs -	5
Make/Model-	106	Last 30 Days-	9
Instrument-	9	Last 90 Days-	28

----Narrative----

THE PILOT MADE A NIGHT LANDING WITHOUT LANDING LIGHTS. THE RUNWAY WAS NARROWED BY SNOW BANKS INSIDE THE RUNWAY LIGHTS. THE AIRCRAFT SKIDDED ON THE ICY RUNWAY AND RODE UP ONTO THE RIGHT SNOWBANK, DRAGGING THE LEFT WING. WHEN THE AIRCRAFT YAWED TO THE RIGHT THE RIGHT WING AND NOSE CONTACTED THE SNOW.

File No. - 1046 1/24/82 FLAGSTAFF,AZ A/C Reg. No. N13533 Time (Lcl) - 2230 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - ICY
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. DIRECTIONAL CONTROL - POOR - PILOT IN COMMAND
5. CHECKLIST - INADEQUATE - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL DETECTION - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

Finding(s)
7. AIRPORT SNOW REMOVAL - POOR - AIRPORT PERSONNEL

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
8. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1175 2/07/82 6 NM NORTH OF SEDONA,AZ A/C Reg. No. N731NQ Time (Lcl) - 2022 MST

----Basic Information----

Type Operating Certificate-AIR CARRIER
ON-DEMAND AIR TAXI
Type of Operation -NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA P210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520P
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 220/011 KTS
Visibility - 3.0 SM
Cloud Conditions(1st) - 800 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- GROUND FOG
Precipitation - SNOW SHOWER
Condition of Light - NIGHT (DARK)

Itinerary
Last Departure Point
PHOENIX,AZ
Destination
FLAGSTAFF,AZ

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
GLIDER
Instrument Rating(s) - AIRPLANE

Age - 50
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	10000	Last 24 Hrs	4
Make/Model	UNK/NR	Last 30 Days	9
Instrument	UNK/NR	Last 90 Days	68
Multi-Eng	UNK/NR		

----Narrative----

THE PILOT WAS ADVISED THAT VFR TO FLAGSTAFF WAS NOT RECOMMENDED. HE ADVISED THE BRIEFER THAT HE HAD JUST RECENTLY FLOWN FROM SEDONA AND KNEW HE COULD RETURN VFR. AT ABOUT 1938 MST, THE PLANE DEPARTED PHOENIX WITH NO FLIGHT PLAN. WHILE EN ROUTE, THE PILOT REPORTED FLYING AT 7500 FT BELOW AN OVERCAST OF UNKNOWN ALTITUDE. THE WEATHER AT FLAGSTAFF WAS 800 FT OVERCAST, VISIBILITY 3 MILES WITH LIGHT SNOW SHOWERS AND FOG. ABOUT 6 MILES NORTH OF SEDONA, THE PLANE STRUCK TREES AND CRASHED AT AN ELEVATION OF ABOUT 7000 FT. THE ACCIDENT SITE WAS LOCATED ON SNOW COVERED, WOODED TERRAIN AT THE EDGE OF A PLATEAU BETWEEN SEDONA AND FLAGSTAFF.

File No. - 1175 2/07/82 6 NM NORTH OF SEDONA,AZ A/C Reg. No. N731NQ Time (Lcl) - 2022 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - SNOW
3. WEATHER CONDITION - FOG

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)
4. LIGHT CONDITION - DARK NIGHT
5. OBJECT - TREE(S)
6. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1183 5/23/82 CHANDLER,AZ A/C Reg. No. N2091K Time (Lcl) - 0057 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: DESTROYED
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-44-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-E1A6D
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 40.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary
Last Departure Point
LAKE HAVASU,AZ
Destination
CHANDLER,AZ

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - 04
Runway Lth/Wid - 3820/ 75
Runway Surface - ASPHALT
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Instrument Rating(s) - AIRPLANE

Age - 45
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	329	Last 24 Hrs -	4
Make/Model-	17	Last 30 Days-	UNK/NR
Instrument-	59	Last 90 Days-	29
Multi-Eng -	18	Rotorcraft -	90

----Narrative----

THE PILOT DEPARTED CHANDLER, AZ WITH THE FUEL GAUGES INDICATING 40 PLUS GALLONS IN EACH TANK. AFTER A 1.2 HR FLIGHT TO LAKE HAVASU CITY, AZ, THE GAUGES INDICATED 20 PLUS GALLONS IN EACH TANK. DURING THE RETURN TRIP TO CHANDLER AT NIGHT, BOTH ENGINES LOST POWER AFTER DESCENDING TO ENTER THE TRAFFIC PATTERN FOR LANDING. AT THAT TIME, BOTH FUEL GAUGES INDICATED 10 GALLONS REMAINING IN EACH TANK. THE PILOT SAW THE LIGHTS OF A CAR AND TRIED TO LINE UP ON ITS TAIL LIGHTS TO LAND ON THE ROAD. HOWEVER, THE PLANE STRUCK A POWERLINE, HIT THE TOP OF A TREE, AND THEN IMPACTED ON A LAWN. AN INVESTIGATION REVEALED NO INDICATION OF FUEL REMAINING IN EITHER TANK.

File No. - 1183 5/23/82 CHANDLER,AZ A/C Reg. No. N2091K Time (Lcl) - 0057 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
5. LIGHT CONDITION - DARK NIGHT
6. OBJECT - WIRE,TRANSMISSION
7. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1108 4/09/82 TORRANCE,CA A/C Reg. No. N30162 Time (Lcl) - 1240 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/011 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 20000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOS ANGELES,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
TORRANCE MUNI
Runway Ident - 29R
Runway Lth/Wid - 5000/ 150
Runway Surface - CONCRETE
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	152	Last 24 Hrs -	UNK/NR
Make/Model-	10	Last 30 Days-	10
Instrument-	6	Last 90 Days-	21

Instrument Rating(s) - NONE

----Narrative----

BEFORE DEPARTING ON THE INITIAL FLIGHT FROM LOS ANGELES, CA, THE PILOT DRAINED A LARGE AMOUNT OF WATER FROM THE FUEL TANKS. AFTER MAKING A BATTERY START, THE PILOT AND TWO PASSENGERS DEPARTED ON A FLIGHT TO THE SANTA CATALINA AIRPORT WHERE THEY HAD LUNCH. FROM THERE, THEY FLEW TO TORRANCE, CA AND REFUELED WITH 27 GALLONS OF 80/87 OCTANE FUEL BEFORE RETURNING TO LOS ANGELES. DURING THE DEPARTURE FROM TORRANCE, THE PLANE WAS OBSERVED IN A SHALLOW CLIMB. DURING THE CLIMB, THE ENGINE WAS HEARD TO DECREASE IN POWER. THE AIRCRAFT ENTERED A STEEP BANK, THE BANK WAS SHALLOWED OUT, AND THEN A STEEP BANK WAS REENTERED. AFTER THAT, THE NOSE DROPPED, THE AIRCRAFT DOVE TOWARD THE GROUND, THEN CRASHED AND BURNED. AN EXAMINATION OF THE WRECKAGE AND A DISASSEMBLY OF THE ENGINE REVEALED NO PREIMPACT MALFUNCTION OR FAILURE. THE LAST ANNUAL INSPECTION OF THE AIRCRAFT WAS DATED 3/17/81. THE LAST ANNUAL OF THE ENGINE WAS DATED 2/22/80.

File No. - 1108 4/09/82 TORRANCE,CA A/C Reg. No. N30162 Time (Lcl) - 1240 PST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. ANNUAL INSPECTION - NOT PERFORMED - COMPANY/OPERATOR MGMT
2. MISCELLANEOUS - UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1104 4/18/82 SANTA BARBARA,CA A/C Reg. No. N66631 Time (Lcl) - 0715 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage: DESTROYED
Fire: ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 LBS THRUST

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

GLIDER

Instrument Rating(s) - AIRPLANE

Age - 48
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	1346	Last 24 Hrs -	UNK/NR
Make/Model-	82	Last 30 Days-	UNK/NR
Instrument-	175	Last 90 Days-	18
Multi-Eng -	15		

----Narrative----

THE AIRCRAFT CRASHED IN A WOODED CANYON AREA BENEATH THE COLD SPRING CANYON ARCH BRIDGE IN LOS PADRES NATIONAL FOREST. THE PLANE IMPACTED ABOUT 250 YARDS NORTH OF THE BRIDGE WHILE ON A NORTHERLY HEADING. BROKEN TREE TOPS AND BRANCHES WERE FOUND OVER AN AREA OF ABOUT 350 YARDS BEFORE IT CAME TO REST. ALSO, THERE WERE TRANSMISSION LINES LOCATED BELOW THE LEVEL OF THE BRIDGE AND IN THE VICINITY OF THE CRASH SITE. THE ENGINE HAD SEPARATED FROM THE PLANE DURING IMPACT. IT WAS TAKEN FROM THE CRASH SITE BY UNKNOWN PERSONS AND WAS NEVER RECOVERED; THEREFORE, A DISASSEMBLY INSPECTION COULD NOT BE PERFORMED. NO KNOWN WITNESSES OBSERVED THE ACCIDENT.

File No. - 1104 4/18/82 SANTA BARBARA,CA A/C Reg. No. N66631 Time (Lcl) - 0715 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - HIGH WIND
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1103 4/18/82 CHICAGO PARK,CA A/C Reg. No. N103L Time (Lcl) - 1422 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - SMITH MINIPLANE DSA-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - LYCOMING O-290
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/010 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - 250 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
AUBURN,CA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 37
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1000
Make/Model- 25
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 7
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT CRASHED WHILE THE PILOT WAS PERFORMING AEROBATIC MANEUVERS AT LOW ALTITUDE. THE IMPACT OCCURRED JUST BELOW THE TOP OF A RIDGE AT THE EDGE OF A VALLEY AS THE PILOT WAS COMPLETING A LOOP. HE WAS PERFORMING THE LOOP PERPENDICULAR TO THE RIDGE, AND ON THE BACK SIDE OF THE LOOP, THE PLANE DESCENDED OUT OVER THE VALLEY. NO PRECRASH MALFUNCTION OR FAILURE OF THE AIRCRAFT OR ENGINE WAS EVIDENT.

File No. - 1103 4/18/82 CHICAGO PARK,CA A/C Reg. No. N103L Time (Lcl) - 1422 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1173 4/26/82 HUNTINGTON BEACH,CA A/C Reg. No. N7950S Time (Lcl) - 1010 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BELL 206A
Landing Gear - SKID
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - ALLISON 250-C18
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
HUNTINGTON BEACH,CA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
PLATFORM EMMY
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Instrument Rating(s) - AIRPLANE

Age - 31
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	2767	Last 24 Hrs	1
Make/Model	150	Last 30 Days	UNK/NR
Instrument	136	Last 90 Days	108
		Rotorcraft	1397

----Narrative----

THE PILOT STATED THAT HE WAS ON A FERRY FLIGHT FROM HUNTINGTON BEACH, CA TO AN OFFSHORE PLATFORM. A HARD LANDING WAS MADE ON THE PLATFORM. THIS RESULTED IN DAMAGE TO THE SKIDS, TAIL ROTOR, TAIL BOOM, AND FUEL TANK.

File No. - 1173 4/26/82 HUNTINGTON BEACH,CA A/C Reg. No. N7950S Time (Lcl) - 1010 PDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1177 4/29/82 TERMINAL ISLAND,CA A/C Reg. No. N1573W Time (Lcl) - 1700 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -TEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
UNK/NR

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - BEECH V35B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/013 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LONG BEACH,CA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - UNK/NR
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA

Instrument Rating(s) - NONE

Age - 55
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	4862	Last 24 Hrs -	0
Make/Model-	4210	Last 30 Days-	UNK/NR
Instrument-	7	Last 90 Days-	30
Multi-Eng -	10		

----Narrative----

THE PILOT AND A MECHANIC WERE ON A FLIGHT TO TEST THE AIRCRAFT AFTER CHANGING THE MAGNETOS, SPARK PLUGS, AND IGNITION HARNESS. DURING THE FLIGHT, THE ENGINE BEGAN RUNNING ROUGH, BUT SMOOTHED OUT AFTER THE BOOST PUMP WAS SWITCHED ON. A SHORT TIME LATER, THE CABIN BECAME FILLED WITH SMOKE. THE MASTER SWITCH WAS TURNED OFF, AND AT ABOUT THAT TIME, THE ENGINE LOST POWER. SMOKE WAS CLEARED FROM THE COCKPIT BY OPENING A SIDE WINDOW AND THE CABIN DOOR. THE PILOT ATTEMPTED TO GLIDE TO AN ABANDONED MILITARY STRIP; HOWEVER, HE HAD INSUFFICIENT ALTITUDE. THE PLANE STRUCK A CHAIN LINK FENCE AT THE APPROACH END OF THE FIELD DURING TOUCHDOWN. THE PILOT REPORTED THAT A FUEL LEAK OCCURRED AND THE FUEL WAS IGNITED BY THE HOT EXHAUST.

File No. - 1177 4/29/82 TERMINAL ISLAND,CA A/C Reg. No. N1573W Time (Lcl) - 1700 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FUEL SYSTEM - LEAK

Occurrence #2 FIRE
Phase of Operation CRUISE

Finding(s)
2. FUSELAGE,CREW COMPARTMENT - SMOKE

Occurrence #3 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #5 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1199 5/26/82 WOODLAND,CA A/C Reg. No. N8388 Time (Lcl) - 1650 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Aircraft Damage: DESTROYED
Fire: UNK/NR

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

----Aircraft Information----

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P&W R-985-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 35
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT COLLIDED WITH WIRES AND CRASHED DURING A CROP DUSTING OPERATION. THE AIRCRAFT HIT WIRES DURING A TURN AT THE END OF A SWATH RUN.

File No. - 1199 5/26/82 WOODLAND,CA A/C Reg. No. N8388 Time (Lcl) - 1650 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1155 6/07/82 WILLIAMS,CA A/C Reg. No. N641U Time (Lcl) - 1130 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Aircraft Damage: DESTROYED
Fire: NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - GRUMMAN G-164
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3725
No. of Seats - 1

Eng Make/Model - P&W R-1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2775
Make/Model- 2000
Instrument- 0
Last 24 Hrs - 10
Last 30 Days- UNK/NR
Last 90 Days- 390

Instrument Rating(s) - NONE

----Narrative----

THE PILOT WAS APPLYING A GRANULAR HERBICIDE TO A RICE FIELD WITH LOW VOLTAGE WIRES ON THE WEST BORDER AND HIGH VOLTAGE LINES LOCATED DIAGONALLY ACROSS THE FIELD. DURING A PASS FROM WEST TO EAST, HE CROSSED OVER THE LOW VOLTAGE WIRES AND LOWERED THE NOSE TO FLY UNDER THE HIGH VOLTAGE LINES. THE PILOT STATED HE WAS PARTIALLY BLINDED BY SUNGLARE ON HIS GOGGLES AND HIS LINE OF SIGHT WAS OBSTRUCTED BY THE TOP WING. THE PLANE STRUCK A HIGH VOLTAGE WIRE AND CRASHED IN THE RICE FIELD.

File No. - 1155 6/07/82 WILLIAMS,CA A/C Reg. No. N641U Time (Lcl) - 1130 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. LIGHT CONDITION - SUNGLARE
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. OBJECT - WIRE,TRANSMISSION
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1146 6/12/82 MCKINLEYVILLE,CA A/C Reg. No. N64187 Time (Lcl) - 1545 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4
Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/016 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 2000 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
ARCATA
Runway Ident - 31
Runway Lth/Wid - 5000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Age - 22
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Instrument Rating(s) - NONE

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	470	Last 24 Hrs -	0
Make/Model-	388	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	95

----Narrative----

THE AIRCRAFT STRUCK AND SEVERED 3 POWER LINES ABOUT 3 MILES SOUTH OF THE DEPARTURE AIRPORT. PRIOR TO THE ACCIDENT, IT WAS OBSERVED FLYING AT LOW ALTITUDE IN THE VICINITY. THE PILOT STATED THAT HE FLEW BY A MOBILE HOME PARK TO VERIFY THAT A TRAILER HAD BEEN MOVED. HE ALSO STATED THAT THE ENGINE WAS NOT DEVELOPING FULL POWER WHEN HE DEPARTED THE MOBILE HOME AREA AND THAT HE ENCOUNTERED TURBULENCE AND A DOWNDRAFT DURING CLIMB-OUT. HE THEN STRUCK THE LINES; HOWEVER, THE AIRCRAFT HAD SUFFICIENT POWER TO FLY THROUGH AND SEVERE THE 12KV LINES, WHICH WERE ABOUT 1/2 INCH IN DIAMETER, AND THEN CLIMB UP TO A SUFFICIENTLY HIGH ALTITUDE TO FLY BACK TO THE AIRPORT AND LAND. THE ENTIRE ENGINE COWLING WAS TORN LOOSE FROM THE EDGE OF THE FIREWALL ATTACH POINTS; THE PROPELLER TIPS WERE BENT FORWARD ABOUT 3 INCHES; 3 OF THE 4 LEFT WING STRUT ATTACH RIVETS AT THE WING ATTACH POINT WERE SHEARED; A NUMBER OF ELECTRIC ARC BURN SPOTS WERE FOUND ON THE PROPELLER AND LEFT WING SKIN.

File No. - 1146 6/12/82 MCKINLEYVILLE,CA A/C Reg. No. N64187 Time (Lcl) - 1545 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. OBJECT - WIRE,TRANSMISSION
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
5. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1133 6/20/82 PACOIMA,CA A/C Reg. No. N8151A Time (Lcl) - 1525 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

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

----Aircraft Information----

Make/Model - CESSNA 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1250
No. of Seats - 4
Eng Make/Model - CONTINENTAL C-145
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/007 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 4000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
PACOIMA,CA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
WHITEMAN AIRPARK
Runway Ident - 12
Runway Lth/Wid - 3725/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 34
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	70	Last 24 Hrs -	0
Make/Model-	40	Last 30 Days-	2
Instrument-	0	Last 90 Days-	5

Instrument Rating(s) - NONE

----Narrative----

THE PILOT REPORTED THAT HE LANDED ON RUNWAY 12 WITH A SLIGHT CROSSWIND FROM THE RIGHT. AFTER TOUCHDOWN, THE AIRCRAFT VEERED TO THE RIGHT, THE LEFT WINGTIP AND THE PROPELLER STRUCK THE SURFACE, AND THE PLANE NOSED OVER.

File No. - 1133 6/20/82 PACOIMA,CA A/C Reg. No. N8151A Time (Lcl) - 1525 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1147 6/26/82 JACUMBA,CA A/C Reg. No. N88049 Time (Lcl) - 1300 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -TOWING GLIDERS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BELLANCA 8GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 3

Eng Make/Model - LYCOMING VO-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
JACUMBA
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,PRIVATE
SE LAND

GLIDER

Instrument Rating(s) - NONE

Age - 34
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	314	Last 24 Hrs -	1
Make/Model-	7	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	28

----Narrative----

AFTER TOWING A GLIDER, THE PILOT RETURNED TO THE AIRPORT AND LANDED. WHILE TAXIING, THE LEFT MAIN GEAR COLLAPSED AND THE LEFT WING AND PROPELLER WERE DAMAGED. AN INVESTIGATION REVEALED THAT THE A LANDING GEAR ATTACHING U-BOLT, PN 1-10376, HAD FAILED. ABOUT 50% OF THE FRACTURE AREA WAS RUSTED. THE MAINTENANCE OFFICER STATED THAT THE BOLTS WERE FREQUENTLY INSPECTED, AND IN THE PAST, SEVERAL FRACTURED BOLTS HAD BEEN FOUND AND REPLACED. THE MANUFACTURER RECOMMENDED CHANGING THE BOLT EACH 500 HRS. THE TOTAL TIME ON THIS BOLT WAS NOT DETERMINED.

File No. - 1147 6/26/82 JACUMBA,CA A/C Reg. No. N88049 Time (Lcl) - 1300 PDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. LANDING GEAR,MAIN GEAR - FATIGUE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1143 6/26/82 POINT LOBOS,CA A/C Reg. No. N45477 Time (Lcl) - 1700 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

----Aircraft Information----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/005 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SANTA MONICA,CA
Destination
MONTEREY,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	240	Last 24 Hrs -	3
Make/Model-	240	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	52

Instrument Rating(s) - NONE

----Narrative----

THE PILOT REPORTED THAT HIS STANDARD PROCEDURE WAS TO KEEP THE FUEL TANKS TOPPED OFF. HOWEVER, THE REFUELING FACILITY WAS CLOSED AFTER HE RETURNED FROM THE PREVIOUS FLIGHT. WHILE CALCULATING FUEL FOR THIS FLIGHT, HE FORGOT TO ACCOUNT FOR THE FUEL THAT HAD BEEN BURNED PREVIOUSLY. HE DID NOT REFUEL BEFORE TAKING OFF. DURING THE FLIGHT, HE DIVERTED TO TAKE PICTURES ALONG THE COAST. WHEN THE PILOT RECOGNIZED HIS FUEL STATE, THERE WAS NOT ENOUGH REMAINING TO REACH AN AIRPORT BEFORE THE SUPPLY WOULD EXHAUST. THE AIRCRAFT RAN OUT OF FUEL ABOUT SIX MILES FROM THE DESTINATION AIRPORT. WHILE LANDING IN A FIELD OF WAIST HIGH GRASS AND SOFT TERRAIN, THE AIRCRAFT NOSED OVER.

File No. - 1143 6/26/82 POINT LOBOS,CA A/C Reg. No. N45477 Time (Lcl) - 1700 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)
1. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1134 6/29/82 FRESNO,CA A/C Reg. No. N7333X Time (Lcl) - 1810 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - DUAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA R182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4
Eng Make/Model - LYCOMING O-540-J3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/020 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SELMA,CA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
FRESNO
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	1384	Last 24 Hrs -	4
Make/Model-	44	Last 30 Days-	UNK/NR
Instrument-	58	Last 90 Days-	113

Instrument Rating(s) - AIRPLANE

----Narrative----

WHEN THE LANDING GEAR WAS EXTENDED TO DEMONSTRATE AN APPROACH-TO-LANDING STALL, THERE WAS NO SAFE INDICATION. THE GEAR WAS RECYCLED BUT THE NOSE GEAR WOULD NOT EXTEND. ALL ATTEMPTS TO EXTEND THE NOSE GEAR, INCLUDING THE USE OF THE EMERGENCY EXTENSION HAND PUMP, WERE TO NO AVAIL. THE INSTRUCTOR PILOT ELECTED TO DIVERT TO THE FRESNO AIR TERMINAL WHERE FIRE AND MAINTENANCE PERSONNEL WERE AVAILABLE AND MAKE A GEAR UP LANDING. INVESTIGATION REVEALED THAT A BOLT CAME IN CONTACT WITH THE NOSE WHEEL EXTENSION MECHANISM AND PREVENTED IT FROM EXTENDING. THE BOLT SECURED THE PROPELLER GOVERNOR CABLE IN THE NOSEWHEEL WELL AREA.

File No. - 1134 6/29/82 FRESNO,CA A/C Reg. No. N7333X Time (Lcl) - 1810 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PROPELLER CONTROL,CABLE - LOOSE
2. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - JAMMED
3. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1185 7/02/82 37 NM NW. OF REDDING,CA A/C Reg. No. N23725 Time (Lcl) - 1125 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BEECH V35B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-BA
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- VARIABLE-UNK/NR
Visibility - 4.0 SM
Cloud Conditions(1st) - 700 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SACRAMENTO,CA
Destination
HILLSBORO,OR

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - V35B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMITS

Flight Time (Hours)
Total - 730
Make/Model- 443
Instrument- 191

Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING A WEATHER BRIEFING BEFORE TAKEOFF, THE PILOT WAS ADVISED OF FLIGHT PRECAUTIONS FOR TURBULENCE, IFR CONDITIONS, AND ICING. WHILE EN ROUTE AT 12,000 FT, THE PILOT REPORTED THAT HE WAS PICKING UP RIME ICE. HE WAS CLEARED TO 11,000 AND THEN 10,000 FT. WHEN HE WAS UNABLE TO MAINTAIN THAT ALTITUDE, HE WAS ADVISED TO DESCEND FURTHER TO 9000 FT AND REVERSE COURSE. THE LAST COMMUNICATION WAS FROM A FEMALE STATING THEY WERE IN TROUBLE, LOSING AIRSPEED FAST, AND WERE GOING INTO THE MOUNTAINS. WITNESSES HEARD THE AIRCRAFT, THEN SAW IT COME OUT OF THE CLOUDS AND CRASH AT AN ELEVATION OF 3300 FT. ABOUT 20 TO 30 SECONDS AFTER THE PRIMARY IMPACT, THE LEFT V-TAIL STABILIZER FELL TO THE GROUND ABOUT 1000 FT FROM THE MAIN WRECKAGE. ALSO, THE RIGHT CABIN DOOR AND THE BAGGAGE DOOR WERE FOUND AWAY FROM THE MAIN WRECKAGE. AN EXAMINATION OF THE STABILIZER REVEALED IT HAD SEPARATED DOWNWARD. MOUNTAIN TOPS IN THE AREA WERE UP TO 6956 FT.

File No. - 1185 7/02/82 37 NM NW. OF REDDING,CA A/C Reg. No. N23725 Time (Lcl) - 1125 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - ICING CONDITIONS
3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)
4. WING - ICE
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. WEATHER CONDITION - CLOUDS
7. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
8. STABILIZER - OVERLOAD
9. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1112 7/09/82 MADERA,CA A/C Reg. No. N6201 Time (Lcl) - 2030 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BOEING N2S-1-A-75A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3725
No. of Seats - 2

Eng Make/Model - P&W R-985
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 685 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - UNK/NR
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
MADERO
Runway Ident - 09
Runway Lth/Wid - 3500 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Instrument Rating(s) - UNK/NR

Age - 32
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	272	Last 24 Hrs	1
Make/Model	14	Last 30 Days	UNK/NR
Instrument	UNK/NR	Last 90 Days	72
Multi-Eng	UNK/NR		

----Narrative----

THE PILOT WAS ON A FLIGHT TO PRACTICE AERIAL APPLICATION MANEUVERS. HE REPORTED THAT WHILE LANDING, HE APPLIED EXCESSIVE BRAKE PRESSURE AND THE PLANE NOSED OVER ON ITS BACK.

File No. - 1112 7/09/82 MADERA,CA A/C Reg. No. N6201 Time (Lcl) - 2030 PST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1106 8/08/82 WEAVERVILLE,CA A/C Reg. No. N48754 Time (Lcl) - 1050 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage: DESTROYED
Fire: NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
WEAVERVILLE
Runway Ident - 36
Runway Lth/Wid - 3390/ 40
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 57
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	92	Last 24 Hrs -	1
Make/Model-	92	Last 30 Days-	4
Instrument-	5	Last 90 Days-	14

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT WAS PRACTICING TAKEOFFS AND LANDINGS AT A UNIDIRECTIONAL RUNWAY. THE AIRPORT PROCEDURE WAS TO TAKEOFF DOWNHILL ON RUNWAY 18 AND TO LAND UPHILL ON RUNWAY 36. PILOTS, WHO FLEW AT THE AIRPORT, STATED THAT GO-AROUNDS WERE NOT MADE ON RUNWAY 36 SINCE THE TERRAIN AND TREES RISE VERY SHARPLY. WITNESSES REPORTED THAT DURING AN APPROACH TO RUNWAY 36, THE PLANE WAS ABOUT HALF WAY UP THE RUNWAY AND WAS STILL 30 TO 40 FT IN THE AIR WHEN THE PILOT BEGAN A GO-AROUND. THEY SAW THE PLANE CONTINUE IN A NOSE HIGH ATTITUDE, AT OR NEAR THE STALL SPEED, BUT GAINING NO SIGNIFICANT CLEARANCE ABOVE THE SURFACE. THE RIGHT WING STRUCK A PINE TREE AND THE PLANE CRASHED. AN INVESTIGATION REVEALED THE DENSITY ALTITUDE WAS ABOUT 4600 FT. THE RUNWAY WAS 3390 FT LONG AND HAD A 5 DEGREE UPSLOPE TO THE NORTH.

File No. - 1106 8/08/82 WEAVERVILLE,CA A/C Reg. No. N48754 Time (Lcl) - 1050 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. TERRAIN CONDITION - UPHILL
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

Factor(s) relating to this accident is/are finding(s) 1,2,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1179 4/05/82 LONGMONT,CO A/C Reg. No. N423CC Time (Lcl) - 1330 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28R-201T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TSIO-360-FB1A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 020/011 KTS
Visibility - 80.0 SM
Cloud Conditions(1st) - 30000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
DENVER,CO
Destination
LONGMONT,CO

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
LONGMONT MUNICIPAL
Runway Ident - 29
Runway Lth/Wid - 4200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Instrument Rating(s) - AIRPLANE

Age - 31
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	2402	Last 24 Hrs -	0
Make/Model-	545	Last 30 Days-	UNK/NR
Instrument-	65	Last 90 Days-	251
Multi-Eng -	106		

----Narrative----

THE PILOT REPORTED THAT HE MADE A NORMAL APPROACH AND TOUCHED DOWN IN THE LANDING ZONE AS DEFINED BY THE VASI. HOWEVER, DURING THE LANDING ROLL, THE RIGHT BRAKE WAS INOPERATIVE. HE WAS UNABLE TO STOP ON THE REMAINING RUNWAY WHILE ROLLING STRAIGHT AHEAD. ABOUT 1000 FT FROM THE END OF THE RUNWAY, HE SHUT DOWN THE ENGINE AND THEN INTENTIONALLY GROUND LOOPED THE PLANE. AN INVESTIGATION REVEALED THE BRAKE LININGS HAD BEEN WORN THEN AND THE BRAKE PISTON TRAVELED BEYOND ITS NORMAL RANGE WITH HYDRAULIC FLUID ESCAPING.

File No. - 1179 4/05/82 LONGMONT,CO A/C Reg. No. N423CC Time (Lcl) - 1330 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,NORMAL BRAKE SYSTEM - UNMARKED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLUID,HYDRAULIC - LEAK

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
4. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1188 5/22/82 COLORADO SPRINGS,CO A/C Reg. No. N6242V Time (Lcl) - 0732 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	0

----Aircraft Information----

Make/Model - BEECH V35A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520B
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/005 KTS
Visibility - 60.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
AMARILLO,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
CITY OF COLORADO SPRING
Runway Ident - 03
Runway Lth/Wid - 8324/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

GLIDER

Instrument Rating(s) - NONE

Age - 54
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	317	Last 24 Hrs -	0
Make/Model-	5	Last 30 Days-	UNK/NR
Instrument-	52	Last 90 Days-	7

----Narrative----

THE PILOT STATED, THE ENGINE RUN-UP WAS NORMAL AND THE MIXTURE WAS LEANED AT 1700 RPM TO OBTAIN INITIAL EGT MOVEMENT OFF THE BOTTOM OF THE GUAGE. HE REPORTED TAKING OFF UPHILL ON RUNWAY 03. HE NOTED THAT THE ACCELERATION WAS SLOW, BUT ATTRIBUTED IT TO THE UPSLOPING RUNWAY AND NEAR MAXIMUM GROSS WEIGHT. ROTATION WAS AT 70 TO 75 KTS AFTER USING ABOUT 70% OF THE RUNWAY. AFTER LIFT-OFF, THE PLANE REMAINED IN GROUND EFFECT AND WOULD NOT ACCELERATE. THE PILOT RAISED THE GEAR AND TURNED TO AVOID A POWERLINE, BUT IMPACTED RISING TERRAIN AND SKIDDED TO A STOP. AN INVESTIGATION REVEALED THE DENSITY ALTITUDE WAS ABOUT 6860 FT. ACCORDING TO THE OPERATOR'S MANUAL, A NORMAL RUNWAY ROLL SHOULD HAVE BEEN ABOUT 1500 TO 1600 FT (70% OF THE RUNWAY LENGTH WAS 5862 FT.) A CHIEF MECHANIC AND A FAA INSPECTOR REPORTED THAT THE MIXTURE CONTROL WAS FOUND IN A POSITION THAT WAS TOO LEAN FOR TAKEOFF.

File No. - 1188 5/22/82 COLORADO SPRINGS,CO A/C Reg. No. N6242V Time (Lcl) - 0732 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. TERRAIN CONDITION - UPHILL
7. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,7,8

Factor(s) relating to this accident is/are finding(s) 2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1079 6/21/82 LOMA,CO A/C Reg. No. N9886 Time (Lcl) - 0745 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	1	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 25.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ANIMAS AIR PARK,OR
Destination
MACK,CO

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
PRIVATE
Runway Ident - 27
Runway Lth/Wid - 1700 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 48
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	952	Last 24 Hrs -	1
Make/Model-	931	Last 30 Days-	UNK/NR
Instrument-	19	Last 90 Days-	7

Instrument Rating(s) - NONE

----Narrative----

THE PILOT WHILE ATTEMPTING TO STRAIGHTEN THE AIRCRAFT AND GO AROUND COLLIDED WITH SMALL TREES AND NOSED OVER. THE PILOT STATED THAT PROBABLY THE INDECISION OF TRYING TO STOP OR ABORT THE LANDING SLOWED THE AIRCRAFT DURING THE ATTEMPTED GO AROUND.

File No. - 1079 6/21/82 LOMA,CO A/C Reg. No. N9886 Time (Lcl) - 0745 MDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. OBJECT - TREE(S)
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation APPROACH - GO-AROUND (VFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. -:1200 5/29/82 MARATHON,FL A/C Reg. No. N73268 Time (Lcl) - 1845 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - BELL 47J-2A
Landing Gear - SKID
Max Gross Wt - 2950
No. of Seats - 2

Eng Make/Model - LYCOMING VO-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 240 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/008 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 7000 FT SCATTERED
Cloud Conditions(2nd) - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
MARATHON
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
HELICOPTER

Instrument Rating(s) - NONE

Age - 51
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	1613	Last 24 Hrs -	1
Make/Model-	270	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	37
Multi-Eng -	UNK/NR	Rotorcraft -	1613

----Narrative----

THE PILOT REPORTED THAT AN INTERMITTENT VIBRATION WAS FELT DURING THE MAGNETO CHECK BEFORE TAKEOFF. DURING A SECOND MAGNETO CHECK AT HIGH POWER, THE NOSE OF THE HELICOPTER CAME UP, A LOUD EXPLOSIVE NOISE WAS HEARD, AND A FIRE ERUPTED NEAR THE LEFT FUEL TANK. THE PILOT AND PASSENGER ABANDONED THE HELICOPTER UNINJURED, BUT IT WAS DESTROYED. THIS WAS THE FIRST FLIGHT AFTER MAINTENANCE HAD BEEN COMPLETED. HOWEVER, AN EXAMINATION OF THE WRECKAGE REVEALED NO PREIMPACT FAILURES. A WITNESS STATED THAT WHEN THE PILOT ATTEMPTED TO TAKEOFF, THE REAR END OF THE RIGHT SKID CAUGHT UNDER A BOARDWALK, THE HELICOPTER ROLLED OR BANKED, AND THE MAIN ROTOR STRUCK THE TAIL BOOM.

File No. - 1200 5/29/82 MARATHON,FL A/C Reg. No. N73268 Time (Lcl) - 1845 EDT

Occurrence ROLL OVER
Phase of Operation TAKEOFF

Finding(s)
1. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1130 6/10/82 N. GREENVILLE,FL A/C Reg. No. N1151W Time (Lcl) - 1930 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BELL 47G-4
Landing Gear - SKID
Max Gross Wt - 2950
No. of Seats - 2

Eng Make/Model - LYCOMING VO-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/003 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Age - 35
Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND
HELICOPTER

Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Flight Time (Hours)

Total -	1569	Last 24 Hrs -	4
Make/Model-	69	Last 30 Days-	UNK/NR
Instrument-	63	Last 90 Days-	84
Multi-Eng -	19	Rotorcraft -	175

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT TOOK OFF AT ABOUT 1922 TO DISPENSE A NON-TOXIC LIQUID CHEMICAL AND FERTILIZER ON A NEARBY MELON FIELD. AFTER ONE NORMAL SWATH RUN ON A NORTHERLY HEADING, HE PULLED UP AND BEGAN A PROCEDURE TURN TO THE LEFT (WEST). HE STATED THE AFTERNOON SUN DISTRACTED HIS ATTENTION FROM THE ROTOR AND ENGINE RPM AT THE TOP OF THE TURN. DURING REENTRY TO THE FIELD AT THE BOTTOM OF THE DESCENDING TURN, HE INITIATED A FLARE, BUT WAS UNABLE TO AVOID GROUND CONTACT. THE PILOT STATED THAT HE DID NOT EXPERIENCE ANY MECHANCIAL FAILURE OR MALFUNCTION PRIOR TO THE ACCIDENT.

File No. - 1130 6/10/82 N. GREENVILLE,FL A/C Reg. No. N1151W Time (Lcl) - 1930 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. LIGHT CONDITION - SUNGLARE
2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1119 6/20/82 CHULUOTA,FL A/C Reg. No. N9834E Time (Lcl) - 1527 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-S
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/006 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 4000 FT SCATTERED
Cloud Conditions(2nd) - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
FLYING SEMINOLE RANCH
Runway Ident - 11
Runway Lth/Wid - 4827/ 160
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND
GLIDER
Instrument Rating(s) - AIRPLANE

Age - 60
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	16700	Last 24 Hrs	0
Make/Model	120	Last 30 Days	UNK/NR
Instrument	2700	Last 90 Days	25
Multi-Eng	9000		

----Narrative----

THE PILOT REPORTED A NORMAL PREFLIGHT CHECK WAS MADE WHICH INCLUDED DRAINING FUEL FROM THE FUEL TANK SUMPS AND THE STRAINER. HE REPORTED THAT ABOUT ONE INCH OF WATER (IN A FUEL SAMPLER CUP) WAS DRAINED FROM THE LEFT WING. NO WATER WAS NOTED IN THE RIGHT WING OR FUEL STRAINER. THE BEFORE TAKEOFF CHECK WAS NORMAL AND ALL ENGINE INSTRUMENTS INDICATED NORMAL WHEN POWER WAS ADDED FOR TAKEOFF. HOWEVER, AT ABOUT 150 TO 200 FT AGL, THE ENGINE LOST POWER. FROM THAT POSITION, THE PILOT WAS UNABLE TO LAND ON THE REMAINING RUNWAY. THEREFORE, A FORCED LANDING WAS MADE WITH FULL FLAPS INTO THE TOPS OF TREES IN A WOODED AREA. DURING AN EXAMINATION OF THE WRECKAGE, WATER WAS FOUND IN THE CARBURETOR AND THE LEFT WING.

File No. - 1119 6/20/82 CHULUOTA,FL A/C Reg. No. N9834E Time (Lcl) - 1527 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLUID,FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1042 6/20/82 BROOKSVILLE,FL A/C Reg. No. N2643H Time (Lcl) - 1430 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
MINOR
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	1	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - SCHWEIZER 2-33A
Landing Gear - N/A
Max Gross Wt - 573
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 195/003 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
HERN CTY
Runway Ident - 09
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL

GLIDER

Instrument Rating(s) - NONE

Age - 21
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)
Total - 130
Make/Model- 115
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 2
Rotorcraft - UNK/NR

----Narrative----

THE PILOT LANDED FAST WITH A SLIGHT TAILWIND. BRAKING ACTION WAS POOR DUE TO THE WET GRASS RUNWAY. THE AIRCRAFT CONTINUED PAST THE LANDING AREA INTO A BOUNDARY FENCE.

File No. - 1042 6/20/82 BROOKSVILLE,FL A/C Reg. No. N2643H Time (Lcl) - 1430 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
2. OBJECT - FENCE
3. TERRAIN CONDITION - WET
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - CONGESTED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1132 6/21/82 NEAR HORSESHOE BEACH,FL A/C Reg. No. N5193C Time (Lcl) - 1420 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: DESTROYED
Fire: NONE

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

----Aircraft Information----

Make/Model - CESSNA 310
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5500
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520M
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 220/015 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 2000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - RAIN SHOWER
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
CLEARWATER,FL
Destination
COLUMBUS,MS

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 310

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	7188	Last 24 Hrs -	8
Make/Model-	1420	Last 30 Days-	33
Instrument-	1390	Last 90 Days-	88
Multi-Eng -	2970		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT REPORTED THAT DURING AN OVER WATER FLIGHT, HE NOTICED THE RIGHT ENGINE FUEL FLOW WAS FLUCTUATING WHILE THE ENGINE WAS CUTTING IN AND OUT. THIS WAS FOLLOWED BY INTENSE WHITE SMOKE WHICH WAS OBSERVED COMING OUT OF THE LOUVERS ON TOP OF THE ENGINE COWLING. THE PILOT SAW A FISHING BOAT IN THE VICINITY AND ELECTED TO DITCH THE AIRCRAFT NEAR THE VESSEL. AFTER DITCHING, THE AIRCRAFT SANK IN DEEP WATER AND THE PILOT WAS RESCUED BY THE CREW OF THE FISHING BOAT. THE WRECKAGE WAS NOT RECOVERED. THE AIRCRAFT WAS NOT EQUIPPED WITH ENGINE FIRE DETECTION OR PROTECTIVE EQUIPMENT.

File No. - 1132 6/21/82 NEAR HORSESHOE BEACH,FL A/C Reg. No. N5193C Time (Lcl) - 1420 EDT

Occurrence #1 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)
1. MISCELLANEOUS - FIRE

Occurrence #2 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - WATER,GLASSY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1093 6/23/82 DEERFIELD FIELD,FL A/C Reg. No. N2434K Time (Lcl) - 1715 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 340/005 KTS
Visibility - 2.0 SM
Cloud Conditions(1st) - UNK/NR INDEFINITE
Cloud Conditions(2nd) - 1000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
TAMIAMI,FL
Destination
LANTANA,FL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - PA-38

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	139	Last 24 Hrs -	1
Make/Model-	25	Last 30 Days-	10
Instrument-	UNK/NR	Last 90 Days-	30
Multi-Eng -	UNK/NR		

Instrument Rating(s) - NONE

----Narrative----

THE ENGINE LOST POWER DURING CRUISE FLIGHT. THE PILOT MADE A FORCED LANDING ON A BEACH AND COLLIDED WITH ROCKS AND NOSED OVER. THE FUEL BOWL WAS FOUND LOOSE WHICH LOWERED THE FUEL PRESSURE.

File No. - 1093 6/23/82 DEERFIELD FIELD,FL A/C Reg. No. N2434K Time (Lcl) - 1715 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FUEL SYSTEM - FAILURE,PARTIAL
2. ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1126 6/27/82 WEST PALM BEACH,FL A/C Reg. No. N26056 Time (Lcl) - 1000 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2
Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP
ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/004 KTS
Visibility - 12.0 SM
Cloud Conditions(1st) - 3000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
PALM BEACH INTERNATIONAL
Runway Ident - 09
Runway Lth/Wid - 3152/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 18
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	18	Last 24 Hrs -	1
Make/Model-	18	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	18

Instrument Rating(s) - NONE

----Narrative----

WHILE LANDING, THE AIRCRAFT WAS OBSERVED TO BOUNCE SEVERAL TIMES. IT THEN VEERED TO THE RIGHT, WENT INTO AN AREA OF GRASS, AND NOSED OVER. NO MALFUNCTIONS OR FAILURES WERE REPORTED BY EITHER THE PILOT OR THE OWNER.

File No. - 1126 6/27/82 WEST PALM BEACH,FL A/C Reg. No. N26056 Time (Lcl) - 1000 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1125 6/27/82 HOLLYWOOD,FL A/C Reg. No. N6064G Time (Lcl) - 1700 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 120/009 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 2000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MERRITT ISLAND,FL
Destination
HOLLYWOOD,FL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
NORTH PERRY
Runway Ident - 09
Runway Lth/Wid - 3000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - CESSNA

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	59	Last 24 Hrs -	2
Make/Model-	58	Last 30 Days-	11
Instrument-	2	Last 90 Days-	41

Instrument Rating(s) - NONE

----Narrative----

WHILE ON FINAL APPROACH FOR LANDING, THE PILOT NOTICED A LOSS OF POWER AT ABOUT 500 FT AGL. HE VERIFIED THAT HIS CARBURETOR HEAT WAS ON AND PUSHED THE THROTTLE FORWARD. POWER WAS RESTORED FOR A SECOND, BUT ONCE AGAIN, IT WAS LOST. WHILE LANDING ON HOSPITAL GROUNDS ABOUT 1/4 MILE FROM THE RUNWAY, THE PLANE CLIPPED A TREE AND STRUCK AN ORNAMENTAL TIE-BEAM. AN EXAMINATION REVEALED THAT BOTH FUEL TANKS WERE EMPTY. THE PILOT HAD NOT ADDED FUEL AT HIS LAST STOP-OVER POINT. THE AIRCRAFT HAD FLOWN 3.6 HOURS SINCE IT WAS LAST REFUELED.

File No. - 1125 6/27/82 HOLLYWOOD,FL A/C Reg. No. N6064G Time (Lcl) - 1700 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
5. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1033 7/02/82 TAMPA,FL A/C Reg. No. N7469F Time (Lcl) - 1430 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - HUGHES 269C
Landing Gear - SKID
Max Gross Wt - 2150
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-D1A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 190 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 330/015 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - 4000 FT BROKEN
Cloud Conditions(2nd) - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN SHOWER
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data
VANDENBERG
Runway Ident - 18
Runway Lth/Wid - 3260/ 65
Runway Surface - MACADAM
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Instrument Rating(s) - NONE

Age - 27
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	290	Last 24 Hrs	1
Make/Model	12	Last 30 Days	UNK/NR
Instrument	20	Last 90 Days	34
		Rotorcraft	12

----Narrative----

THE PILOT REPORTED A LOSS OF ENGINE POWER WHILE ON A SUPERVISED SOLO FLIGHT. WITNESSES REPORTED A THUNDERSTORM IN PROGRESS WITH WINDS GUSTING TO 15 KNOTS. THE PILOT LANDED TO THE SOUTH ALTHOUGH HE STATED THE WINDS WERE FROM THE NORTHWEST. EXAMINATION OF THE AIRCRAFT ENGINE REVEALED NO PREXISTING MALFUNCTION OR FAILURE.

File No. - 1033 7/02/82 TAMPA,FL A/C Reg. No. N7469F Time (Lcl) - 1430 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1100 7/02/82 CLEARWATER,FL A/C Reg. No. N7712Y Time (Lcl) - 1045 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-B1A
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/006 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 2700 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ST. PETERSBURG,FL
Destination
CLEARWATER,FL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
ST. PETERSBURG CLEARWATER
Runway Ident - 35R
Runway Lth/Wid - 7989/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Instrument Rating(s) - AIRPLANE

Age - 63
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	1738	Last 24 Hrs -	1
Make/Model-	712	Last 30 Days-	2
Instrument-	233	Last 90 Days-	2
Multi-Eng -	713		

----Narrative----

THERE WAS NO GREEN LIGHT INDICATION ON LANDING APPROACH, HOWEVER A FLY-BY CONFIRMED THE GEAR WAS DOWN. DURING LANDING ROLL THE RIGHT MAIN GEAR AND NOSE GEAR COLLAPSED. THE AIRCRAFT GROUND LOOPED.

File No. - 1100 7/02/82 CLEARWATER,FL A/C Reg. No. N7712Y Time (Lcl) - 1045 EDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,MAIN GEAR - DISCONNECTED
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1099 7/05/82 CHIPLEY,FL A/C Reg. No. N8085C Time (Lcl) - 1730 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4
Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - BRFG RCVD, SOURCE UNK
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 230/012 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - 2000 FT SCATTERED
Cloud Conditions(2nd) - 15000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
PANAMACITY,FL
Destination
CHIPLEY,FL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - VFR FLT FOLLOWING
Type Approach Flown - UNK/NR

Airport Proximity
ON AIRSTRIP

Airport Data
VOSIKA
Runway Ident - 09
Runway Lth/Wid - 3300/ 80
Runway Surface - GRASS/TURF
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	438	Last 24 Hrs -	1
Make/Model-	48	Last 30 Days-	14
Instrument-	47	Last 90 Days-	14

Instrument Rating(s) - NONE

----Narrative----

THE PILOT LANDED LONG TO AVOID STANDING WATER. THE AIRCRAFT OVERRAN THE RUNWAY AND COLLIDED WITH TREES.

File No. - 1099 7/05/82 CHIPLEY,FL A/C Reg. No. N8085C Time (Lcl) - 1730 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - DISREGARDED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1101 7/07/82 ST. PETERSBURG,FL A/C Reg. No. N1724E Time (Lcl) - 1545 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - AERONCA CHAMPION 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 740
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/011 KTS
Visibility - 8.0 SM
Cloud Conditions(1st) - 3000 FT SCATTERED
Cloud Conditions(2nd) - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
ALBERT WHITTED
Runway Ident - 18
Runway Lth/Wid - 2800/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total	575	Last 24 Hrs	1
Make/Model	64	Last 30 Days	UNK/NR
Instrument	31	Last 90 Days	12

Instrument Rating(s) - NONE

----Narrative----

WHEN THE PILOT TOOKOFF TO PRACTICE TOUCH AND GO LANDINGS, HE NOTICED A STORM ACROSS THE BAY OVER TAMPA. HE CHANGED FROM RUNWAY 24 TO RUNWAY 18 WHEN HE NOTICED A CHANGE IN THE WIND DIRECTION. AFTER COMPLETING THREE MORE TOUCH AND GO LANDINGS, HE ELECTED TO MAKE THE NEXT TO A FULL STOP. HE REPORTED THAT THE APPROACH SEEMED TO BE SATISFACTORY UNTIL HE BEGAN TO FLARE. AT THAT TIME, THE PLANE SUDDENLY BEGAN DRIFTING RIGHT. THE PILOT REPORTED THAT HE TRIED TO CORRECT FOR THE DRIFT, BUT THE PLANE STALLED AND STRUCK THE GROUND. BOTH OF THE MAIN GEAR FAILED DURING TOUCHDOWN. THE PILOT ESTIMATED THE WIND WAS GUSTING TO 20 KNOTS. ACCORDING TO THE 1549 EDT WEATHER OBSERVATION AT ST. PETERSBURG, THERE WAS INTENSIVE THUNDERSTORM ACTIVITY IN THE AREA.

File No. - 1101 7/07/82 ST. PETERSBURG,FL A/C Reg. No. N1724E Time (Lcl) - 1545 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - GUSTS
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1156 1/18/82 BLAIRSVILLE,GA A/C Reg. No. N4583J Time (Lcl) - 1630 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-B-1E
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - OBSCURED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ATLANTA,GA
Destination
MORRISTOWN,TN

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Instrument Rating(s) - NONE

Age - 34
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	162	Last 24 Hrs -	UNK/NR
Make/Model-	83	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	20

----Narrative----

THE AIRCRAFT DEPARTED ATLANTA, GA ON A FLIGHT WITH NO FLIGHT PLAN TO AN INTENDED FINAL DESTINATION OF MORRISTOWN, TN. HOWEVER, DURING A WEATHER BRIEFING, THE PILOT HAD INQUIRED ABOUT THE TRI-CITIES AIRPORT AT BRISTOL, TN. WHILE EN ROUTE, THE AIRCRAFT CRASHED ON UPWARD SLOPING TERRAIN ON THE EAST SIDE OF BLOOD MOUNTAIN. NEAR THE IMPACT POINT WITH THE GROUND, THE TREE TOPS WERE SEVERED ALONG A LINE WITH A ZERO ANGLE OF DECLINATION. THE ELEVATION OF THE CRASH SITE WAS ABOUT 3680 FT MSL. AT THE NEARBY MCGEE-TYSON AND TRI-CITIES AIRPORTS, THERE WERE OVERCAST SKY CONDITIONS WITH CEILINGS OF 1900 AND 1800 FT RESPECTIVELY; THE RESPECTIVE AIRPORT ELEVATIONS WERE 832 AND 1519 FT. THE NON-INSTRUMENT RATED PILOT HAD RECEIVED ABOUT FIVE HOURS OF INSTRUMENT FLIGHT TRAINING.

File No. - 1156 1/18/82 BLAIRSVILLE,GA A/C Reg. No. N4583J Time (Lcl) - 1630 EST

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. WEATHER CONDITION - CLOUDS
2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1107 4/05/82 BACONTON,GA A/C Reg. No. N123CB Time (Lcl) - 1615 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -EXECUTIVE
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	2	2	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-31-350
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7000
No. of Seats - 8

Eng Make/Model - LYCOMING 540-J2BD
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 350 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 060/006 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 600 FT BROKEN
Cloud Conditions(2nd) - 4000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
AUSTIN,TX
Destination
TIFTON,GA

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND

Instrument Rating(s) - AIRPLANE

Age - 43
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-31

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	5344	Last 24 Hrs -	5
Make/Model-	113	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	146
Multi-Eng -	1612		

----Narrative----

AS THE PILOT WAS DESCENDING FROM 7000 TO 5000 FT, HE HEARD A LOUD BANG, FOLLOWED BY A TEMPORARY VIBRATION AND A VIOLENT SWERVE TO THE RIGHT. HE LOOKED OUT THE RIGHT WINDOW AND THOUGHT THE RIGHT ENGINE HAD FALLEN OFF SINCE ALL HE COULD SEE WAS THE TOPS OF THE ENGINE MOUNTS. THE AIRCRAFT WAS CONTROLLABLE ONLY AFTER REDUCING THE LEFT ENGINE POWER TO IDLE. DURING A WHEELS UP/FORCED LANDING, THE PLANE TORE THROUGH A FENCE, SLID ACROSS A PAVED ROAD, WENT OVER AN EMBANKMENT AND BEGAN BURNING AFTER IT CAME TO REST. THE PILOT RECEIVED A BACK INJURY AND HAD DIFFICULTY EGRESSING. AN INVESTIGATION REVEALED THE PROPELLER HUB HAD FAILED FROM FATIGUE WHICH RESULTED IN BLADE SEPARATION AND SUBSEQUENT ENGINE TEARAWAY. THE ENGINE HAD REMAINED ATTACHED TO THE AIRFRAME BY CABLES. METALLURGICAL EXAMINATION OF THE HUB REVEALED THAT THE FATIGUE ORIGINATED AT A THREADED GREASE FITTING. GOUGING WAS VISIBLE ON THE INNER WALL. A SET OF INCORRECT COUNTERWEIGHTS WERE FOUND ON THE PROPELLER. THE COUNTERWEIGHT'S FUNCTION WAS TO REDUCE VIBRATION.

File No. - 1107 4/05/82 BACONTON,GA A/C Reg. No. N123CB Time (Lcl) - 1615 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)
1. PROPELLER SYSTEM/ACCESSORIES,COUNTERWEIGHT - INCORRECT
2. MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
3. PROPELLER SYSTEM/ACCESSORIES - VIBRATION
4. PROPELLER SYSTEM/ACCESSORIES,HUB - OTHER
5. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
6. PROPELLER SYSTEM/ACCESSORIES,HUB - FATIGUE
7. PROPELLER SYSTEM/ACCESSORIES,BLADE - SEPARATION
8. ENGINE ASSEMBLY - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
9. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
10. OBJECT - FENCE

Occurrence #5 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
11. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1102 4/23/82 LEXINGTON,GA A/C Reg. No. N4614Q Time (Lcl) - 2300 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -OTHER
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 210
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENAL IO-520L
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 305 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/003 KTS
Visibility - 25.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary
Last Departure Point
COVINGTON,GA
Destination
UNK/NR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
MAKESHIFT STRIP
Runway Ident - 36
Runway Lth/Wid - 1300 -UNK/NR
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 44
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

IN THE EARLY MORNING HOURS ON 4/23/82, THE AIRCRAFT DEPARTED COVINGTON, GA AND PROCEEDED ON AN UNDETERMINED ROUTE. AT ABOUT 2300 PST THAT NIGHT, RESIDENTS NEAR THE ACCIDENT SITE HEARD THE SOUNDS OF A CRASH. THE WRECKAGE WAS FOUND THE NEXT MORNING ABOUT 1000 FT SOUTH-SOUTHWEST OF A MAKESHIFT LANDING STRIP WITH ABOUT 100 LBS OF MARIJUANA ON BOARD. AN INVESTIGATION REVEALED THE PLANE HAD STRUCK A TREE ABOUT 300 FT SOUTHWEST OF THE MAIN WRECKAGE. THE MAKESHIFT STRIP WAS ABOUT 1300 FT LONG AND WAS MARKED BY FLARE TYPE CANDLES. TIRE TRACKS WERE FOUND NEAR THE WRECKAGE.AN EXAMINATION OF THE ENGINE REVEALED NO PRECRASH MALFUNCTION OR FAILURE.

File No. - 1102 4/23/82 LEXINGTON,GA A/C Reg. No. N4614Q Time (Lcl) - 2300 PST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL
1. LIGHT CONDITION - DARK NIGHT
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,QUALIFICATION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
5. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1154 6/07/82 THOMASVILLE,GA A/C Reg. No. N13687 Time (Lcl) - 1700 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -AERIAL SURVEY
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Injuries Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2O
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
VALDOSTA,GA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 22
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	1500	Last 24 Hrs -	UNK/NR
Make/Model-	113	Last 30 Days-	UNK/NR
Instrument-	12	Last 90 Days-	UNK/NR
Multi-Eng -	61	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT WAS BEING OPERATED ON A BUSINESS FLIGHT FOR THE PURPOSE OF SURVEYING FARM CROPS IN THE AREA. AT ABOUT 1700 EDT, IT CRASHED INTO A 20 ACRE FARM LAKE WHILE ON A WESTERLY HEADING. THE WEATHER WAS REPORTED AS CLEAR, VISIBILITY 6 TO 7 MILES WITH HAZE, TEMPERATURE 90 DEGREES, AND THE WIND WAS CALM. REPORTEDLY, THE LAKE HAD A GLASSY SURFACE. THERE WERE 3 WITNESSES THAT WERE FISHING FROM A BOAT NEAR THE CENTER OF THE LAKE. THEY REPORTED THAT THE AIRCRAFT PASSED ALONG THE SOUTH SIDE OF THE LAKE ON AN EASTERLY HEADING, CIRCLED AND DESCENDED NEAR THE SOUTHEAST CORNER OF THE LAKE, THEN CAME OUT OF THE TURN AND HEADED TOWARD THEIR BOAT. WITNESSES ESTIMATED THAT THE AIRCRAFT FLEW 10 TO 30 FEET OVER THE BOAT, THEN STRUCK THE WATER WITH NO CHANGE IN ENGINE SOUND. DIVERS FOUND NO BODIES IN THE COCKPIT, THE SEAT BELT AND SHOULDER HARNESS WERE FOUND HANGING LOOSE WITH NO DAMAGE AND NO EVIDENCE OF BEING LATCHED DURING IMPACT. AN EXAMINATION OF THE ENGINE AND AIRCRAFT REVEALED NO PREIMPACT FAILURES.

File No. - 1154 6/07/82 THOMASVILLE,GA A/C Reg. No. N13687 Time (Lcl) - 1700 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. LIGHT CONDITION - SUNGLARE
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - WATER,GLASSY
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. SEAT BELT - NOT USED - PILOT IN COMMAND
6. SEAT BELT - NOT USED - PASSENGER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1017 4/13/82 WEST DELTA 105D,GM A/C Reg. No. N41AL Time (Lcl) - 1727 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 400 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 225 -UNK/NR
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - VFR FLT FOLLOWING
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 35
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - 206B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	6623	Last 24 Hrs -	4
Make/Model-	1609	Last 30 Days-	UNK/NR
Instrument-	205	Last 90 Days-	76
		Rotorcraft -	6534

Instrument Rating(s) - AIRPLANE,HELICOPTER

----Narrative----

ON TAKEOFF FROM AN OIL RIG HELIDECK, THE PILOT HEARD A LOUD NOISE IN THE ENGINE/TRANSMISSION AREA AND NOTICED A CHANGE IN ENGINE NOISE. HE MANEUVERED THE AIRCRAFT AWAY FROM THE OIL RIG, INFLATED THE POP OUT FLOATS AND AUTOROTATED TO THE WATER. ON IMPACT THE AIRCRAFT ROLLED OVER. THE AIRCRAFT SANK WHILE BEING TOWED TO THE OIL RIG FOR RECOVERY. THE WRECKAGE WAS NOT RECOVERED AND THE ENGINE MALFUNCTION OR FAILURE COULD NOT BE DETERMINED.

File No. - 1017 4/13/82 WEST DELTA 105D,GM A/C Reg. No. N41AL Time (Lcl) - 1727 CST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. AUTOROTATION - INITIATED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1169 5/02/82 OTTUMWA,IA A/C Reg. No. N313Z Time (Lcl) - 1525 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - BEECH M35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2950
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470-C
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/008 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 6500 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
WATERLOO,IA
Destination
HARRISON,IA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total -	446	Last 24 Hrs -	1
Make/Model-	98	Last 30 Days-	UNK/NR
Instrument-	7	Last 90 Days-	46
Multi-Eng -	48		

Instrument Rating(s) - NONE

----Narrative----

DURING FLIGHT, THE ENGINE RPM EXCEEDED ITS MAXIMUM LIMIT. THE PILOT ATTEMPTED TO REDUCE THE RPM BY USING THE PROPELLER CONTROL, BUT THIS HAD NO EFFECT. THE PILOT WAS IN THE PROCESS OF SHUTTING DOWN THE ENGINE WHEN ENGINE OIL SPRAYED OUT THE COWLING AND ONTO THE WINDSHIELD. UNABLE TO GLIDE TO AN AIRPORT, HE ELECTED TO LAND IN A CORN FIELD. AS HE APPROACHED THE FIELD, HE SAW POWERLINES IN HIS GLIDE PATH, THEN LANDED HARD WITH THE GEAR RETRACTED AFTER MANEUVERING TO AVOID THE LINES. A TEARDOWN OF THE ENGINE REVEALED THAT THE NO. 3 CYLINDER EXHAUST VALVE GUIDE WAS WORN WELL BEYOND ITS SERVICE LIMIT AND ALLOWED EXCESSIVE BLOWBY FROM THE CRANKCASE. THE OIL SUPPLY HAD BEEN DEPLETED AND THERE WAS DETERIORATION OF METAL TO METAL PARTS DUE TO LOSS OF LUBRICATION. THE VALVE GUIDE, PN 631496, HAD BEEN OUT OF PRODUCTION FOR ABOUT 8 OR 9 YEARS.

File No. - 1169 5/02/82 OTTUMWA,IA A/C Reg. No. N313Z Time (Lcl) - 1525 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,VALVE - WORN
2. FLUID,OIL - LEAK
3. FLUID,OIL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. MANEUVER - PERFORMED - PILOT IN COMMAND
7. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1082 6/05/82 TAMA,IA A/C Reg. No. N8187A Time (Lcl) - 2136 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage: DESTROYED
Fire: ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	3	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/005 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
TAMA
Runway Ident - 19
Runway Lth/Wid - 2500/ 115
Runway Surface - DIRT
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 73
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4550
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PURPOSE OF THE FLIGHT WAS TO TAKE A FAMILY FRIEND ON A NIGHT AIRPLANE RIDE TO SEE THE LIGHTS OF A NEIGHBORING CITY. THE TAKEOFF WAS MADE FROM A SOFT WET GRASS RUNWAY WITH AN AIRCRAFT EXCEEDING THE MAXIMUM ALLOWABLE GROSS WEIGHT AND THE CENTER OF GRAVITY BEHIND THE AFT CG LIMITS. THE PASSENGERS STATED THAT THE AIRCRAFT ACCELERATED VERY SLOWLY AND WHEN IT LEFT THE GROUND THE STALL WARNING HORN STARTED TO SOUND. GOING UPSLOPE THE AIRCRAFT STRUCK TREES AND DROPPED TO THE GROUND.

File No. - 1082 6/05/82 TAMA,IA A/C Reg. No. N8187A Time (Lcl) - 2136 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. OBJECT - TREE(S)
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE,TAKEOFF CAPABILITY - INADEQUATE
5. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - IMPROPER
7. ABORT - NOT PERFORMED - PILOT IN COMMAND
8. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1124 6/13/82 HUDSON,IA A/C Reg. No. N2067F Time (Lcl) - 0815 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - FIREFLY 6
Landing Gear - N/A
Max Gross Wt - 1050
No. of Seats - 0

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- VARIABLE-UNK/NR
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
WATERLOO,IA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL

FREE BALLOON
Instrument Rating(s) - NONE

Age - 54
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - FIREFLY

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total -	343	Last 24 Hrs -	4
Make/Model-	343	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	4

----Narrative----

THE BALLOON WAS IN A DESCENT AND WAS APPROACHING THE LANDING AREA WHEN THE BURNER PILOT-LIGHT WENT OUT. WITHOUT THE BURNER, THE PILOT WAS FORCED TO LAND SHORT OF HIS SELECTED FIELD. HE SPILLED THE AIR FROM THE BALLOON AND TOUCHED DOWN JUST SHORT OF AN 8000 VOLT POWER LINE. THE ENVELOPE FELL ACROSS THE LINES. THE PILOT DISCONNECTED THE BASKET FROM THE ENVELOPE AND ATTEMPTED TO PULL THE ENVELOPE FROM THE POWER LINES. HOWEVER, THE ENVELOPE "CAUGHT ON FIRE" AND WAS DESTROYED.

File No. - 1124 6/13/82 HUDSON,IA A/C Reg. No. N2067F Time (Lcl) - 0815 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation APPROACH

Finding(s)
1. BALLOON EQUIPMENT,HEATER SYSTEM - OTHER

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
2. WEATHER CONDITION - UNFAVORABLE WIND
3. OBJECT - WIRE,TRANSMISSION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1088 7/03/82 CLARINDA,IA A/C Reg. No. N18003 Time (Lcl) - 1350 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 320/005 KTS
Visibility - 8.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MOUNT AYR,IA
Destination
CLARINDA,IA

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - CONTACT

Airport Proximity
ON AIRPORT

Airport Data
CLARINDA MUNICIPAL
Runway Ident - 01
Runway Lth/Wid - 4000/ 60
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 37
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 27
Make/Model- 27
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 11

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT FLARED TOO HIGH DURING LANDING, ADDED POWER AND RAISED THE FLAPS. THE AIRCRAFT STALLED AND LANDED NOSE AND WINGTIP FIRST AND CAME TO REST OFF THE LEFT SIDE OF THE RUNWAY AT MIDFIELD.

File No. - 1088 7/03/82 CLARINDA,IA A/C Reg. No. N18003 Time (Lcl) - 1350 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. RAISING OF SLATS - NOT MAINTAINED - PILOT IN COMMAND
3. GO-AROUND - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1089 7/03/82 MISSOURI VALLEY,IA A/C Reg. No. N24208 Time (Lcl) - 1030-CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - DUAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/002 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data
MISSOURI VALLEY
Runway Ident - 16
Runway Lth/Wid - 2500/ 30
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Instrument Rating(s) - AIRPLANE

Age - 50
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	1465	Last 24 Hrs -	2
Make/Model-	32	Last 30 Days-	13
Instrument-	173	Last 90 Days-	25
Multi-Eng -	25	Rotorcraft -	UNK/NR

----Narrative----

DURING A DUAL TRAINING FLIGHT PRACTICING SHORT FIELD APPROACHES WITH GO-AROUNDS THE STUDENT APPLIED POWER ABRUPTLY AND ATTEMPTED A FLARE. THE ENGINE HESITATED AND THE AIRCRAFT STALLED AND LANDED HARD SHEARING THE NOSE GEAR AND ENGINE MOUNTS.

File No. - 1089 7/03/82 MISSOURI VALLEY,IA A/C Reg. No. N24208 Time (Lcl) - 1030 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
2. JUDGEMENT - IMPROPER - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. GO-AROUND - DELAYED - DUAL STUDENT

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1152 6/09/82 SHOSHONE,ID A/C Reg. No. N761CP Time (Lcl) - 2153 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage: DESTROYED
Fire: NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6
Eng Make/Model - CONTINENTAL TSIO-524-R
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP
ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/005 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - 6000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary
Last Departure Point
BURLEY,ID
Destination
UNK/NR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5400
Make/Model- 787
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT CRASHED IN A NEAR LEVEL ATTITUDE AND AT A HIGH RATE OF SPEED. NEITHER THE SEAT BELT NOR SHOULDER HARNESS WAS FASTENED. THE PILOT'S BLOOD ALCOHOL LEVEL WAS 236 MG%.

File No. - 1152 6/09/82 SHOSHONE,ID A/C Reg. No. N761CP Time (Lcl) - 2153 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. AIRPLANE HANDLING - UNCONTROLLED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INCAPACITATION(ALCOHOL) - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1127 6/12/82 JEROME,ID A/C Reg. No. N8228Z Time (Lcl) - 1050 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	2	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 210-5(205)
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-S
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - 8000 FT SCATTERED
Cloud Conditions(2nd) - 12000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
JEROME COUNTY
Runway Ident - 26
Runway Lth/Wid - 3100/ 34
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	1050	Last 24 Hrs -	2
Make/Model-	150	Last 30 Days-	21
Instrument-	83	Last 90 Days-	37
Multi-Eng -	2		

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING TAKEOFF, THE ENGINE LOST POWER AT ABOUT 100 FT AGL. THE PILOT ELECTED TO LAND IN A NEWLY PLANTED BEAN FIELD. AFTER TOUCHDOWN, THE WHEELS SANK INTO SOFT TERRAIN AND THE PLANE NOSED OVER. AN EXAMINATION OF THE AIRCRAFT AND ENGINE REVEALED NO PRECRASH FAILURES. HOWEVER, THE CIRCUIT BREAKER FOR THE ELECTRIC DRIVEN FUEL BOOST PUMP WAS FOUND TRIPPED. THE AIRCRAFT HAD PREVIOUS UNEXPLAINED ENGINE POWER LOSES AND FORCED LANDINGS. TWO SEPARATE MAINTENANCE FACILITIES HAD DONE WORK, UNSUCCESSFULLY, TO DETERMINE THE SOURCE OF TROUBLE. THE MOST RECENT HAD OCCURRED ON THE DAY PRIOR TO THIS MISHAP. HOWEVER, A SUBSEQUENT TEST FLIGHT INDICATED NORMAL ENGINE OPERATION.

File No. - 1127 6/12/82 JEROME,ID A/C Reg. No. N8228Z Time (Lcl) - 1050 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. MISCELLANEOUS - UNDETERMINED
2. ELECTRICAL SYSTEM,CIRCUIT BREAKER - POPPED/TRIPPED
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1131 6/14/82 OAKLEY,ID A/C Reg. No. N91319 Time (Lcl) - 1430 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - 2500 FT SCATTERED
Cloud Conditions(2nd) - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
OGDEN,UT
Destination
JACKPOT,NV

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - TOWER
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 21
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	31	Last 24 Hrs -	4
Make/Model-	31	Last 30 Days-	15
Instrument-	1	Last 90 Days-	31

Instrument Rating(s) - NONE

----Narrative----

AT ABOUT 1045 MDT, THE PILOT DEPARTED OGDEN, UT ON A SOLO, CROSS-COUNTRY FLIGHT TO JACKPOT, NV, POCATELLO, ID AND RETURN. WHILE EN ROUTE TO JACKPOT, HE ENCOUNTERED TURBULENCE AND DECREASING VISIBILITY OVER A MOUNTAINOUS AREA AND DESCENDED FROM 8500 FT MSL TO 8100 FT MSL. AT ABOUT 1430 MDT, HE LANDED IN A PLOWED FIELD, AND DURING THE ROLL OUT, THE PLANE NOSED OVER. THE ACCIDENT SITE WAS LOCATED ABOUT 25 MILES EAST-NORTHEAST OF HIS INTENDED DESTINATION. THE PILOT REPORTED A PROBLEM WITH UNLOCKING THE TOP DOOR LATCHES AFTER THE AIRCRAFT CAME TO REST INVERTED.

File No. - 1131 6/14/82 OAKLEY,ID A/C Reg. No. N91319 Time (Lcl) - 1430 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - TURBULENCE
3. WEATHER CONDITION - CLOUDS
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
7. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1161 5/05/82 CISSNO PARK,IL A/C Reg. No. N7709T Time (Lcl) - 1810 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -EXECUTIVE
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/025 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
FRANKFORT,IL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
HARRY YERGLER
Runway Ident - 09
Runway Lth/Wid - 2500 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Instrument Rating(s) - NONE

Age - 44
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	3045	Last 24 Hrs -	4
Make/Model-	800	Last 30 Days-	4
Instrument-	393	Last 90 Days-	87
Multi-Eng -	770		

----Narrative----

DURING TAKEOFF ON RUNWAY 09, THE AIRCRAFT VEERED TO THE LEFT. THE PILOT CLOSED THE THROTTLE, BUT WAS UNABLE TO STOP BEFORE THE LEFT WHEEL WENT INTO SOFT SOIL ON THE NORTH SIDE OF THE RUNWAY. GUSTY WINDS FROM THE SOUTH PICKED UP THE TAIL AND GENTLY ROLLED THE AIRCRAFT OVER ON ITS BACK. THE PILOT ESTIMATED THAT THE WIND WAS FROM 180 DEGREES WITH GUSTS FROM 25 TO 30 KTS.

File No. - 1161 5/05/82 CISSNO PARK,IL A/C Reg. No. N7709T Time (Lcl) - 1810 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

Finding(s)
6. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1158 5/07/82 PEORIA,IL A/C Reg. No. N6265P Time (Lcl) - 1756 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2
Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP
ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 5000 FT BROKEN
Cloud Conditions(2nd) - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
PEORIA,IL
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
GREATER PEORIA
Runway Ident - 30
Runway Lth/Wid - 7000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Instrument Rating(s) - NONE

Age - 48
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	51	Last 24 Hrs -	1
Make/Model-	51	Last 30 Days-	7
Instrument-	0	Last 90 Days-	15

----Narrative----

THE PILOT DEPARTED MT HAWLEY AIRPORT FOR GREATER PEORIA AIRPORT TO PRACTICE TOUCH AND GO LANDINGS. HIS FIRST APPROACH WAS HIGH AND HE MADE A GO-AROUND. HE REPORTED THAT HIS SECOND APPROACH WAS A BIT TOO HIGH, BUT HE ELECTED TO CONTINUE SINCE THE RUNWAY WAS LONG. HE STATED THAT HE TOUCHED DOWN JUST BEYOND THE 1000 FT MARKER WITH THE AIRSPEED JUST OVER 70 KNOTS AND THE PLANE BOUNCED 3 TO 5 FT. AFTER THE SECOND TOUCHDOWN, THE AIRCRAFT BOUNCED UP ABOUT 15 TO 20 FT, THEN SETTLED HARD CAUSING DAMAGE TO THE PROPELLER, ENGINE FIREWALL, AND ENGINE MOUNTS.

File No. - 1158 5/07/82 PEORIA,IL A/C Reg. No. N6265P Time (Lcl) - 1756 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1197 5/17/82 SUBLETTE,IL A/C Reg. No. N7841S Time (Lcl) - 0935 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BELL 47G-5
Landing Gear - UNK/NR
Max Gross Wt - 2850
No. of Seats - 2

Eng Make/Model - LYCOMING VO-435-B1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SUBLETTE,IL
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Age - 59
Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND
HELICOPTER

Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Flight Time (Hours)

Total -	12100	Last 24 Hrs -	2
Make/Model-	65	Last 30 Days-	UNK/NR
Instrument-	1500	Last 90 Days-	69
Multi-Eng -	4000	Rotorcraft -	1100

Instrument Rating(s) - AIRPLANE

----Narrative----

PRIOR TO THIS FLIGHT, THE HELICOPTER HAD BEEN FLOWN ABOUT 1 HR FROM ROSELLE TO SUBLETTE, IL, THEN IT WAS FLOWN ANOTHER 1/2 HR TO SURVEY THE AREA TO BE SPRAYED. ABOUT 10 MINUTES AFTER DEPARTING TO SPRAY, THE ENGINE LOST POWER. THE PILOT STARTED AN AUTOROTATIVE LANDING TO A ROAD. HOWEVER, DUE TO VEHICULAR TRAFFIC, THE PILOT ATTEMPTED TO LAND BEYOND THE ROADWAY, BUT THE HELICOPTER STRUCK A GUARD RAIL AND CAME TO REST IN A LAKE. ACCORDING TO COMPANY PERSONNEL, FUEL EXHAUSTION HAD OCCURRED. THE HELICOPTER HAD NOT BEEN REFUELED AFTER DEPARTING ROSELLE.

File No. - 1197 5/17/82 SUBLETTE,IL A/C Reg. No. N7841S Time (Lcl) - 0935 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
5. OBJECT - VEHICLE
6. MANEUVER - ATTEMPTED - PILOT IN COMMAND
7. OBJECT - FENCE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1180 5/19/82 CAHOKIA,IL A/C Reg. No. N4709S Time (Lcl) - 1330 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA R182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3112
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-JC35C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/011 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 3000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
CHAOKIA,IL
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flown - CONTACT

Airport Proximity
ON AIRPORT

Airport Data
BI-STATE
Runway Ident - 30
Runway Lth/Wid - 5500/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	151	Last 24 Hrs -	1
Make/Model-	5	Last 30 Days-	UNK/NR
Instrument-	32	Last 90 Days-	12

Instrument Rating(s) - NONE

----Narrative----

THE PILOT WAS MAKING TOUCH AND GO LANDINGS ON RUNWAY 30 WITH A WIND FROM ABOUT 180 DEGREES AT 11 KTS. ON THE FOURTH LANDING, THE AIRCRAFT BOUNCED TWO OR THREE TIMES. THE PLANE SLID SIDEWAYS, WENT OFF THE RUNWAY, AND THE NOSE GEAR FAILED.

File No. - 1180 5/19/82 CAHOKIA,IL A/C Reg. No. N4709S Time (Lcl) - 1330 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. LEVEL OFF - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)
7. TERRAIN CONDITION - SOFT
8. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1105 5/29/82 SANDWICH,IL A/C Reg. No. N129H Time (Lcl) - 1500 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PARACHUTE JUMPING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - DOUGLAS DC-3A
Landing Gear - TAILWHEEL-ALL RETRACT
Max Gross Wt - 25200
No. of Seats - 32

Eng Make/Model - P&W R-1830
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1350 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/014 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 1800 FT SCATTERED
Cloud Conditions(2nd) - 10000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
SANDWICH
Runway Ident - 18
Runway Lth/Wid - 1800 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	3020	Last 24 Hrs -	3
Make/Model-	1941	Last 30 Days-	UNK/NR
Instrument-	68	Last 90 Days-	65
Multi-Eng -	2116		

Instrument Rating(s) - NONE

----Narrative----

AFTER RETURNING FROM A PARACHUTE JUMPING FLIGHT, THE PILOT ELECTED TO LAND ON THE 1800 FT GRASS RUNWAY. A 3000 FT ASPHALT RUNWAY WAS AVAILABLE, BUT HE HAD BEEN USING THE GRASS RUNWAY TO AVOID WEAR ON THE TIRES. THERE WAS A 30 FT POWERLINE AT THE APPROACH END OF THE GRASS RUNWAY AND THE SOD WAS WET. THE PILOT REPORTED THAT THERE WAS LIGHT RAIN AND THE WIND WAS CALM. REPORTEDLY, THE PLANE TOUCHED DOWN ABOUT 200 FT FROM THE APPROACH END, BUT THE PILOT WAS UNABLE TO STOP ON THE RUNWAY. THE AIRCRAFT CONTINUED OFF THE END AND COLLIDED WITH BRUSH AND TREES. THE COMPUTED LANDING DISTANCE OVER A 50 FT OBSTACLE ON A HARD RUNWAY WAS ABOUT 1500 FT.

File No. - 1105 5/29/82 SANDWICH,IL A/C Reg. No. N129H Time (Lcl) - 1500 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. TERRAIN CONDITION - WET
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1039 5/30/82 MARENGO,IL A/C Reg. No. N1094G Time (Lcl) - 1850 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - SWANSON SSW-DTV
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - GNOME 9NC
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/004 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 4000 FT
Cloud Conditions(2nd) - UNK/NR SCATTERED
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
BOHLANDER
Runway Ident - 09
Runway Lth/Wid - 2400 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Instrument Rating(s) - NONE

Age - 51
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	2660	Last 24 Hrs -	2
Make/Model-	7	Last 30 Days-	UNK/NR
Instrument-	69	Last 90 Days-	15
Multi-Eng -	35		

----Narrative----

A POWER LOSS OCCURRED SHORTLY AFTER TAKEOFF; HOWEVER, THE PILOT WAS ABLE TO REGAIN POWER AFTER MIXTURE ADJUSTMENTS. UPON RETURNING TO LAND, POWER WAS AGAIN LOST PARTIALLY, THEN COMPLETELY. THE PILOT LANDED IN A SOFT CORNFIELD IN LINE WITH THE APPROACH PATH. THE AIRCRAFT FLIPPED ONTO ITS BACK AFTER A 60 FOOT ROLL.

File No. - 1039 5/30/82 MARENGO,IL A/C Reg. No. N1094G Time (Lcl) - 1850 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation LANDING

Finding(s)
1. FUEL SYSTEM,SCREEN - BLOCKED(TOTAL)
2. FUEL SUPPLY - NOT POSSIBLE - PILOT IN COMMAND
3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - MANUFACTURER

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1186 6/30/82 WASHINGTON,IL A/C Reg. No. N2124U Time (Lcl) - 1415 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Injuries Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	2	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28RT-201
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C6
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/011 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 9000 FT BROKEN
Cloud Conditions(2nd) - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SUGAR GROVE,IL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
HESSELEIN (PVT)
Runway Ident - 12
Runway Lth/Wid - 1500/ 80
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 60
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	3100	Last 24 Hrs -	2
Make/Model-	50	Last 30 Days-	4
Instrument-	0	Last 90 Days-	12
Multi-Eng -	2000		

Instrument Rating(s) - NONE

----Narrative----

DURING TAKEOFF, THE AIRCRAFT STRUCK A PILE OF LUMBER THAT WAS 62 FT FROM THE DEPARTURE END OF THE RUNWAY. TWO WITNESSES BELIEVED THAT THE PILOT DID NOT USE ALL OFF THE RUNWAY FOR TAKEOFF. ONE WITNESS ESTIMATED THAT THE PILOT BEGAN THE TAKEOFF ABOUT 150 FT FROM THE APPROACH END. THE PILOT STATED DURING TAKEOFF, HE USED 10 DEGREES OF FLAPS; THE FLIGHT MANUAL RECOMMENDED USING 25 DEGREES FOR A SHORT FIELD TAKEOFF. HE STATED THAT AFTER LIFT-OFF, HE FELT A GUST OF AIR ROCK THE AIRCRAFT AND IT DROPPED. WHEN HE RECOVERED, THE PLANE WAS HEADED TOWARD A BUILDING TO THE RIGHT OF THE RUNWAY CENTERLINE. HE TURNED RIGHT TO AVOID THE BUILDING AND SAID THAT HE HIT SOMETHING. THE MAIN WRECKAGE CAME TO REST ABOUT 165 FT AND 159 DEGREES FROM THE INITIAL IMPACT POINT WITH THE LUMBER. THE TEMPERATURE AND AIRPORT ELEVATION WERE 70 DEGREES FAHRENHEIT AND 773 FT. AN INVESTIGATION REVEALED NO PREIMPACT MALFUNCTION OR FAILURE OF THE AIRCRAFT OR ENGINE.

File No. - 1186 6/30/82 WASHINGTON,IL A/C Reg. No. N2124U Time (Lcl) - 1415 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
4. WEATHER CONDITION - UNFAVORABLE WIND
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. MANEUVER - PERFORMED - PILOT IN COMMAND
7. OBJECT - OBJECT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1014 4/05/82 FORT WAYNE,IN A/C Reg. No. N639S Time (Lcl) - 2138 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - SWEARINGEN SA226TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 12500
No. of Seats - 22

Eng Make/Model - AIRESEARCH 331-3UW-303G
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 940 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - COMPANY
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 060/016 KTS
Visibility - .750 SM
Cloud Conditions(1st) - 200 FT OBSCURED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- BLOWING SNOW
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary
Last Departure Point
CLEVELAND,OH
Destination
FORT WAYNE,TX

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - TOWER
Type Approach Flown - ILS - COMPLETE

Airport Proximity
ON AIRPORT

Airport Data
BAER FIELD
Runway Ident - 04
Runway Lth/Wid - 9000/ 150
Runway Surface - ASPHALT
Runway Status - SNOW - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND,SE SEA

Instrument Rating(s) - AIRPLANE

Age - 36
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - SA226TC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 9183		Last 24 Hrs - 4
Make/Model- UNK/NR		Last 30 Days- UNK/NR
Instrument- UNK/NR		Last 90 Days- 198
Multi-Eng - UNK/NR		

----Narrative----

PRIOR TO LANDING THE CREW WAS ADVISED BY FORT WAYNE ATC THAT THE 150 FOOT WIDE RUNWAY HAD BEEN PLOWED 140 FEET WIDE WITH 18 INCH WINDROWS ON EACH SIDE OF THE RUNWAY. THE RUNWAY WAS REPORTED TO BE 40 PERCENT COVERED WITH FINGER DRIFTS. THE WIND WAS FROM 010 DEGREES AT 15 KNOTS AND GUSTING. THE PILOT STATED THAT AFTER TOUCHDOWN THE AIRCRAFT BEGAN TO DRIFT TO THE RIGHT AND CONTINUED TO DRIFT TO THE RIGHT UNTIL THE RIGHT MAIN LANDING GEAR MADE CONTACT WITH A SNOW WINDROW. THE NOSE GEAR COLLAPSED AND THE AIRCRAFT VEERED ACROSS THE RUNWAY AND CAME TO REST OFF THE LEFT SIDE OF RUNWAY 04.

File No. - 1014 4/05/82 FORT WAYNE,IN A/C Reg. No. N639S Time (Lcl) - 2138 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - GUSTS
4. LIGHT CONDITION - DARK NIGHT
5. IMPROPER USE OF FACILITY,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
8. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1160 5/01/82 DILLSBORO,IN A/C Reg. No. N8940A Time (Lcl) - 1250 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	0

----Aircraft Information----

Make/Model - BEECH C35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2700
No. of Seats - 4

Eng Make/Model - CONTINENTAL E225
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 225 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - IN PERSON
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 225/006 KTS
Visibility - 8.0 SM
Cloud Conditions(1st) - 5500 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
COVINGTON,KY
Destination
LOUISVILLE,KY

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - SOFT

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	1037	Last 24 Hrs -	1
Make/Model-	10	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	18
Multi-Eng -	356		

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT OPERATED NORMALLY DURING TAXI, RUN-UP, TAKEOFF, AND CLIMB TO 3500 FT MSL. ABOUT 17 MILES FROM THE DEPARTURE AIRPORT, THE ENGINE STOPPED RUNNING. DURING A FORCED LANDING IN A DIRT FIELD, ONE OF THE MAIN GEAR FAILED. THE PROPELLER SEPARATED AND THE WINGS AND FUSELAGE WERE DAMAGED. AN EXAMINATION OF THE ENGINE REVEALED NO PREIMPACT DEFECTS. HOWEVER, A QUANTITY OF SAWDUST-TYPE MATERIAL, SUFFICIENT TO INDUCE FUEL BLOCKAGE, WAS FOUND IN THE AUXILIARY LINE. ORIGIN OF THE SUBSTANCE COULD NOT BE DETERMINED. THE PILOT STATED THAT FROM TAKEOFF TO ENGINE STOPPAGE, THE FUEL SELECTOR HAD BEEN POSITIONED TO THE AUXILIARY FUEL TANK. THE AIRCRAFT HAD NOT BEEN FLOWN IN A 12-MONTH PERIOD PRIOR TO BEING SOLD TO THE PRESENT OWNER/OPERATOR.

File No. - 1160 5/01/82 DILLSBORO,IN A/C Reg. No. N8940A Time (Lcl) - 1250 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - CONTAMINATION
2. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
3. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1162 5/02/82 QUINCY,IN A/C Reg. No. N7606H Time (Lcl) - 1930 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 3

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/007 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRSTRIP

Airport Data
PRIVATE STRIP
Runway Ident - 09
Runway Lth/Wid - 1500 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 70
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1947
Make/Model- 4
Instrument- 4

Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

DURING A PLEASURE FLIGHT, THE PILOT ELECTED TO MAKE AN APPROACH TO A NEW RUNWAY THAT HE WAS BUILDING. HIS APPROACH WAS MADE FROM WEST TO EAST; THE WIND WAS REPORTED TO BE FROM THE NORTH AT 7 KTS. THE PILOT STATED THAT HE THROTTLED THE ENGINE BACK TO A NORMAL GLIDE AT 65 MPH AND HE WAS LOOKING AT THE RUNWAY WHEN A GUST OF WIND TIPPED THE LEFT WING. SHORTLY AFTER, THE LEFT WING STRUCK A TREE ABOUT 500 FT FROM THE APPROACH END OF THE RUNWAY. THE PLANE CRASHED AND CAME TO REST ABOUT 300 FT FROM THE RUNWAY.

File No. - 1162 5/02/82 QUINCY,IN A/C Reg. No. N7606H Time (Lcl) - 1930 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
6. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1193 5/28/82 EVANSVILLE,IN A/C Reg. No. N2986U Time (Lcl) - 1045 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2
Other	0	0	0	4

----Aircraft Information----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-320-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 5000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
DYERSBURG,TN
Destination
INDIANAPOLIS,IN

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - RADAR ADVISORIES
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	124	Last 24 Hrs -	4
Make/Model-	72	Last 30 Days-	3
Instrument-	UNK/NR	Last 90 Days-	10

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT OF CESSNA 172, N2986U WAS FLYING IN FORMATION WITH ANOTHER CESSNA 172, N73616 ON A CROSS-COUNTRY FLIGHT. N73616 CONTACTED EVANSVILLE APPROACH AND WAS CLEARED TO INTERCEPT THE 030 DEGREE RADIAL, OUTBOUND FROM EVANSVILLE, IN. AS A TURN WAS MADE TO PROCEED ALONG THE RADIAL, THE TWO AIRCRAFT COLLIDED. THE LEFT WING OF N73616 AND THE RIGHT REAR FUSELAGE AND RIGHT AILERON OF N2986U WERE DAMAGED. BOTH AIRCRAFT LANDED AT EVANSVILLE WITH NO FURTHER DAMAGE.

File No. - 1193 5/28/82 EVANSVILLE,IN A/C Reg. No. N2986U Time (Lcl) - 1045 EDT

Occurrence MIDAIR COLLISION
Phase of Operation CRUISE

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1193 5/28/82 EVANSVILLE,IN A/C Reg. No. N73616 Time (Lcl) - 1045 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage: SUBSTANTIAL
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	3

----Aircraft Information----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4
Eng Make/Model - LYCOMING O-320-E2O
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 220/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 5000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
DYERSBURG,TN
Destination
INDIANAPOLIS,IN

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - RADAR ADVISORIES
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	292	Last 24 Hrs -	4
Make/Model-	207	Last 30 Days-	10
Instrument-	0	Last 90 Days-	21

Instrument Rating(s) - NONE

----Narrative----

THE PILOTS OF TWO CESSNA 172 AIRCRAFT, N73616 AND N2986U, WERE FLYING IN FORMATION WHILE ON A CROSS-COUNTRY FLIGHT. N73616 CONTACTED EVANSVILLE APPROACH AND WAS CLEARED TO INTERCEPT THE 030 DEGREE RADIAL, OUTBOUND FROM EVANSVILLE, IN. AS A TURN WAS MADE TO PROCEED ALONG THE RADIAL, THE TWO AIRCRAFT COLLIDED. THE LEFT WING OF N73616 AND THE RIGHT REAR FUSELAGE AND RIGHT AILERON OF N2986U WERE DAMAGED. BOTH AIRCRAFT LANDED AT EVANSVILLE WITH NO FURTHER DAMAGE.

File No. - 1193 5/28/82 EVANSVILLE,IN A/C Reg. No. N73616 Time (Lcl) - 1045 EDT

Occurrence MIDAIR COLLISION
Phase of Operation CRUISE

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1153 6/12/82 BIRD CITY,KS A/C Reg. No. N5200A Time (Lcl) - 1700 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	2	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BEECH A35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 205 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/015 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 6000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
GOODLAND,KS
Destination
BIRD CITY,KS

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
BIRD CITY COMMUNITY
Runway Ident - 26
Runway Lth/Wid - 2400 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	249	Last 24 Hrs	8
Make/Model	UNK/NR	Last 30 Days	UNK/NR
Instrument	UNK/NR	Last 90 Days	15
Multi-Eng	UNK/NR	Rotorcraft	UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PILOT ENTERED TRAFFIC TO LAND ON RUNWAY 26 AT A PRIVATE AIRPORT WITH NO UNICOM AND NO USABLE WINDSOCK. HE STATED THAT ON FINAL APPROACH, THE AIRCRAFT ENCOUNTERED A GUST OF WIND AND ROLLED TO THE RIGHT. HE WAS UNABLE TO RECOVER. THE RIGHT WING HIT THE GROUND AND THE AIRCRAFT NOSED OVER. WITNESSES STATED THAT THE AIRCRAFT ROLLED TO THE RIGHT WHEN THE AIRCRAFT WAS ABOUT 50 TO 100 FT AGL. THE PILOT REPORTED NO MECHANICAL FAILURE OR MALFUNCTION. ABOUT 30 MILES SOUTH AT GOODLAND, KS, THE WIND WAS FROM 150 DEGREES AT 15 KTS AND THE TEMPERATURE WAS 76 DEGREES FAHRENHEIT. THE AIRPORT ELEVATION WAS 3470 FT AND NO VASI LIGHTS WERE INSTALLED.

File No. - 1153 6/12/82 BIRD CITY,KS A/C Reg. No. N5200A Time (Lcl) - 1700 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1085 7/02/82 OBERLIN,KS A/C Reg. No. N5540P Time (Lcl) - 1230 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	2	0
Pass	0	0	1	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point

Destination

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 229
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PILOTS ABORTED A LANDING BECAUSE OF SUSPECTED LANDING GEAR PROBLEMS. ON THE SUBSEQUENT APPROACH THE ENGINE STOPPED WHEN THE FUEL SELECTOR WAS CORRECTLY CHANGED BY ONE PILOT AND RESET INCORRECTLY BY THE OTHER PILOT. DURING THE FORCED LANDING THE AIRCRAFT COLLIDED WITH AN EMBANKMENT, DAMAGED THE PROP AND COLLAPSED THE LANDING GEAR.

File No. - 1085 7/02/82 OBERLIN,KS A/C Reg. No. N5540P Time (Lcl) - 1230 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. FUEL TANK SELECTOR POSITION - IMPROPER - COPILOT
2. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - DIRT BANK

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1111 7/05/82 MANKATO,KS A/C Reg. No. N74023 Time (Lcl) - 1154 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	0

----Aircraft Information----

Make/Model - GULFSTREAM AA-5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 190/018 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 9000 FT SCATTERED
Cloud Conditions(2nd) - 30000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
DES MOINES,IA
Destination
LAMAR,CO

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
MANKATO
Runway Ident - 17
Runway Lth/Wid - 3500/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	136	Last 24 Hrs	-	3
Make/Model	-	34	Last 30 Days	-	21
Instrument	-	1	Last 90 Days	-	31

Instrument Rating(s) - NONE

----Narrative----

DURING A FLIGHT FROM DES MOINES, IOWA TO LAMAR, COLORADO, THE PILOT ELECTED TO LAND AT MANKATO, KANSAS FOR FUEL. REPORTEDLY, THE PILOT LANDED ON RUNWAY 17 WITH THE WIND FROM 190 AT 18 GUSTING 24 KNOTS. THE PILOT STATED THAT HE ESTABLISHED A STEEP, NO FLAP, FINAL APPROACH AT 80 KNOTS. HE REPORTED THAT THE RATE OF DESCENT INCREASED WHEN THE AIRCRAFT WAS ABOUT 50 FT AGL. FULL APPLICATION OF THROTTLE AND NOSE-UP ELEVATOR DID NOT REDUCE THE DESCENT RATE. THE AIRCRAFT IMPACTED THE GROUND IN A CORNFIELD ABOUT 120 FT SHORT OF THE RUNWAY. THERE WAS NO EVIDENCE OF A PREIMPACT MALFUNCTION OR FAILURE OF THE AIRCRAFT OR ENGINE.

File No. - 1111 7/05/82 MANKATO,KS A/C Reg. No. N74023 Time (Lcl) - 1154 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1138 7/11/82 CONWAY SPRINGS,KS A/C Reg. No. N555KC Time (Lcl) - 1500 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/009 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 25000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
KINGMAN,KS

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
WAMSLEY PVT
Runway Ident - 17
Runway Lth/Wid - 2140/ 60
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total -	109	Last 24 Hrs -	1
Make/Model-	41	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	9

Instrument Rating(s) - NONE

----Narrative----

THE PILOT REPORTED THAT THE WIND WAS FROM THE SOUTHWEST AT 3 KTS, BUT 16 MILES AWAY AT WICHITA, KS, IT WAS FROM 310 DEGREES AT 9 KTS. HE SELECTED RUNWAY 17, A SOD, 2140 FT, PRIVATE STRIP. HE SAID THAT DURING THE TAKEOFF ROLL, THE AIRCRAFT BECAME LIGHT ON THE LANDING GEAR, LIFTED OFF MOMENTARILY, THEN SETTLED BACK ON THE RUNWAY. HE REDUCED THE ENGINE POWER TO IDLE AND APPLIED FULL BRAKES TO ABORT THE TAKEOFF, BUT WAS UNABLE TO STOP ON THE RUNWAY. AFTER DEPARTING THE RUNWAY, THE AIRCRAFT STRUCK A WOODEN FENCE AND WAS SUBSTANTIALLY DAMAGED. THE DENSITY ALTITUDE WAS ABOUT 3700 FT.

File No. - 1138 | 7/11/82 | CONWAY SPRINGS,KS | A/C Reg. No. N555KC | Time (Lcl) - 1500 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - UNFAVORABLE WIND
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)
5. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1142 7/12/82 LAWRENCE,KS A/C Reg. No. N15970 Time (Lcl) - 1900 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

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

----Aircraft Information----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/004 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 4000 FT SCATTERED
Cloud Conditions(2nd) - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
KANSAS CITY,MO
Destination
LAWRENCE,KS

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
LAWRENCE MUNICIPAL
Runway Ident - 19
Runway Lth/Wid - 2000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	331	Last 24 Hrs -	2
Make/Model-	150	Last 30 Days-	UNK/NR
Instrument-	75	Last 90 Days-	35

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT ENTERED THE TRAFFIC PATTERN FOR LANDING ON RUNWAY 19. HE STATED HE WAS NOT AWARE OF CONSTRUCTION ON THE RUNWAY UNTIL THE AIRCRAFT'S NOSE WAS LOWERED DURING THE LANDING ROLL. BY THEN, THE AIRCRAFT'S SPEED WAS TOO SLOW TO GO-AROUND. HE TURNED OFF THE IGNITION AND FUEL AND STEERED TO THE LEFT. THE AIRCRAFT RAN INTO A TRENCH WHICH DAMAGED THE NOSE AND RIGHT GEAR AND THE RIGHT WING. AN INVESTIGATION REVEALED THAT A NOTAM HAD BEEN ISSUED CONCERNING THE RUNWAY CONSTRUCTION AND THE LANDING TOUCHDOWN MARKINGS HAD BEEN DISPLACED BEYOND THE CONSTRUCTION AREA.

File No. - 1142 7/12/82 LAWRENCE,KS A/C Reg. No. N15970 Time (Lcl) - 1900 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - DISPLACED THRESHOLD
2. NOTAMS - NOT OBTAINED - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - DITCH
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1049 7/13/82 FT. LEAVENWORTH,KS A/C Reg. No. N10015 Time (Lcl) - 1710 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL - DUAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 305A
Landing Gear - TAILWHEEL-ALL RETRACT
Max Gross Wt - 2100
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 190 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/007 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
SHERMAN ARMY FIELD
Runway Ident - 15
Runway Lth/Wid - 5905/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 30
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	654	Last 24 Hrs	1
Make/Model	27	Last 30 Days	UNK/NR
Instrument	74	Last 90 Days	54
Multi-Eng	33		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE AIRCRAFT BOUNCED ON LANDING DURING A DUAL INSTRUCTIONAL FLIGHT. THE STUDENT PILOT APPLIED FULL POWER AND THE AIRCRAFT SWERVED ON THE SECOND TOUCHDOWN. WITNESSES STATED THAT THE AIRCRAFT ROTATED 45 DEGREES LEFT AND TOUCHED DOWN IN THAT POSITION. THE RIGHT WHEEL THEN BROKE OFF, FOLLOWED BY FAILURE OF THE RIGHT LANDING GEAR. EXAMINATION OF THE LANDING GEAR SHOWED A PREVIOUS FRACTURE THAT COVERED ONE THIRD OF THE THICKNESS OF THE LANDING GEAR LEG.

File No. - 1049 7/13/82 FT. LEAVENWORTH,KS A/C Reg. No. N10015 Time (Lcl) - 1710 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. THROTTLE/POWER CONTROL - EXCESSIVE - PILOT IN COMMAND
3. RUDDER - IMPROPER - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. LANDING GEAR,WHEEL - SEPARATION
5. LANDING GEAR,MAIN GEAR STRUT - PREVIOUS DAMAGE
6. LANDING GEAR,MAIN GEAR STRUT - FAILURE,TOTAL

Occurrence #4 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1031 7/14/82 BONNER SPRINGS,KS A/C Reg. No. N3335J Time (Lcl) - 1915 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150G
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
GARDNER,KS

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
WINDSOCK FARM (PVT)
Runway Ident - 13
Runway Lth/Wid - 1400 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,SE SEA

Age - 54
Biennial Flight Review
Current - YES
Months Since - 27
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	1266	Last 24 Hrs -	0
Make/Model-	58	Last 30 Days-	UNK/NR
Instrument-	34	Last 90 Days-	5

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT WAS FLOWN FROM A PRIVATE AIRSTRIP AT MAXIMUM GROSS WEIGHT AND AN UPHILL TAKEOFF RUN. THE PILOT STATED HE COULD NOT MAINTAIN AIRSPEED. DURING A TURN TO MAKE AN EMERGENCY LANDING THE LEFT WING CONTACTED A UTILITY WIRE AND THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. THE DENSITY ALTITUDE WAS ABOUT 2900 FT.

File No. - 1031 7/14/82 BONNER SPRINGS,KS A/C Reg. No. N3335J Time (Lcl) - 1915 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. TERRAIN CONDITION - UPHILL
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. OBJECT - WIRE,TRANSMISSION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1030 7/18/82 LAWRENCE,KS A/C Reg. No. N43957 Time (Lcl) - 0922 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4
Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - BRFG RCVD, SOURCE UNK
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 240/007 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 10000 FT SCATTERED
Cloud Conditions(2nd) - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
HUTCHINSON,KS
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
LAWRENCE MUNICIPAL
Runway Ident - 19
Runway Lth/Wid - 2000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Age - 38
Certificate(s)/Rating(s)
STUDENT
Instrument Rating(s) - NONE
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A
Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 46
Make/Model- 46
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- 10
Last 90 Days- 38

----Narrative----

THE STUDENT PILOT WAS ON HIS THIRD SOLO CROSS COUNTRY FLIGHT. A NOTAM WAS IN EFFECT SHOWING PART OF RUNWAY 19 AT LAWRENCE MUNICIPAL WAS CLOSED. THE PILOT SAID HE SAW THE MARKINGS BUT WAS DISTRACTED BY A CROSSWIND. HE LANDED ON THE CLOSED PORTION OF THE RUNWAY AND COLLIDED WITH A TRENCH.

File No. - 1030 7/18/82 LAWRENCE,KS A/C Reg. No. N43957 Time (Lcl) - 0922 CDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - DISPLACED THRESHOLD
2. RUNWAY MAINTENANCE - PERFORMED - AIRPORT PERSONNEL
3. NOTAMS - ISSUED - AIRPORT PERSONNEL
4. TERRAIN CONDITION - DITCH
5. PROPER TOUCHDOWN POINT - NOT SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1048 5/14/82 HOPKINSVILLE,KY A/C Reg. No. N124A Time (Lcl) - 1800 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 205
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MURRAY,KY
Destination
HOPKINSVILLE,KY

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
HOPKINSVILLE
Runway Ident - 08
Runway Lth/Wid - 4200/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Instrument Rating(s) - NONE

Age - 45
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - PA-28

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total -	360	Last 24 Hrs -	4
Make/Model-	345	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	15
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

----Narrative----

DURING LANDING ROLL THE PILOT APPLIED RIGHT BRAKE AND RUDDER. THE APPLICATION SEEMED INEFFECTIVE SO HE APPLIED MORE RUDDER AND THE AIRCRAFT VEERED OFF THE RUNWAY TO THE RIGHT, COLLIDING WITH A DITCH. THE AIRCRAFT THEN NOSED OVER. THE WIND WAS CALM.

File No. - 1048 5/14/82 HOPKINSVILLE,KY A/C Reg. No. N124A Time (Lcl) - 1800 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
2. RUDDER - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1149 7/01/82 MCWHORTER,KY A/C Reg. No. N27JK Time (Lcl) - 1600 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Injuries Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	1	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - KR-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - REVMASTER R-2100D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/006 KTS
Visibility - 12.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
NASHVILLE,TN
Destination
PLEASANT,WV

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Instrument Rating(s) - AIRPLANE

Age - 42
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	1760	Last 24 Hrs -	4
Make/Model-	57	Last 30 Days-	UNK/NR
Instrument-	30	Last 90 Days-	25
Multi-Eng -	44		

----Narrative----

THIS WAS A HOME BUILT AIRCRAFT THAT WAS EQUIPPED WITH AN UNCERTIFICATED, VARIABLE PITCH, PROPELLER. DURING FLIGHT, A PROPELLER BLADE SEPARATED AND THE PLANE WAS SUBSTANTIALLY DAMAGED WHEN A FORCED LANDING WAS MADE ON UPWARD SLOPING TERRAIN. THE AIRCRAFT AND PROPELLER HAD ABOUT 57 HRS TOTAL FLIGHT TIME.

File No. - 1149 7/01/82 MCWHORTER,KY A/C Reg. No. N27JK Time (Lcl) - 1600 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. PROPELLER SYSTEM/ACCESSORIES,BLADE - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1071 3/25/82 NEW ORLEANS,LA A/C Reg. No. N6245Q Time (Lcl) - 1743 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/010 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 3000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flown - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data
LAKEFRONT
Runway Ident - 36
Runway Lth/Wid - 3700/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 22
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	21	Last 24 Hrs	0
Make/Model	21	Last 30 Days	UNK/NR
Instrument	0	Last 90 Days	21

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT WAS DOING TOUCH AND GO LANDINGS ON RUNWAY 36. THE WIND WAS 290 DEGREES AT 10 KTS. DURING A LANDING ROLL THE STUDENT LOST CONTROL AND DEPARTED THE LEFT SIDE OF THE RUNWAY. THE AIRCRAFT SANK INTO THE MUD AND NOSED OVER.

File No. - 1071 3/25/82 NEW ORLEANS,LA A/C Reg. No. N6245Q Time (Lcl) - 1743 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF FACILITY,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SOFT

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1062 4/09/82 LAFAYETTE,LA A/C Reg. No. N5361M Time (Lcl) - 1500 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 10.0 SM
Cloud Conditions(1st) - 4500 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
NEW IBERIA,LA
Destination
LAFAYETTE,LA

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 23
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	56	Last 24 Hrs -	UNK/NR
Make/Model-	56	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

----Narrative----

EN ROUTE TO LAFAYETTE, LA ON A CROSS COUNTRY THE ENGINE QUIT. A FORCED LANDING IN A SOFT PLOWED FIELD CAUSED THE LANDING GEAR TO SEPARATE AND THE AIRCRAFT TO NOSE OVER.

File No. - 1062 4/09/82 LAFAYETTE,LA A/C Reg. No. N5361M Time (Lcl) - 1500 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - SOFT

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1006 4/22/82 CAMERON,LA A/C Reg. No. N2138Y Time (Lcl) - 1030 CST

----Basic Information----

Type Operating Certificate-AIR CARRIER
ON-DEMAND AIR TAXI
Type of Operation -
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Injuries Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BELL 206L-1
Landing Gear - SKID
Max Gross Wt - 4050
No. of Seats - 7

Eng Make/Model - ALLISON 250-C28
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 576 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 050/006 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 2500 FT BROKEN
Cloud Conditions(2nd) - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
GULF OF MEXICO

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND
HELICOPTER

Instrument Rating(s) - AIRPLANE

Age - 30
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3033
Make/Model- 196
Instrument- 118

Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 94
Rotorcraft - 2630

----Narrative----

N2138Y DEPARTED CAMERON, LA AFTER REFUELING EN ROUTE TO AN OFFSHORE RIG. SHORTLY AFTER DEPARTURE, WHILE OVER WATER, THE AIRCRAFT BEGAN TO YAW AND VIBRATE SEVERELY. THE PILOT STATED THAT THE TAIL ROTOR PEDALS "KICKED" HARD WHEN ADDITIONAL POWER WAS APPLIED. THE AIRCRAFT STARTED TO SPIRAL AND TUCK TO THE RIGHT. THE PILOT DEPLOYED THE FLOATS AND CLOSED THE THROTTLE IN AN EFFORT TO CUSHION THE IMPACT. EXAMINATION OF THE TAIL ROTOR BLADE REVEALED THAT THE BLADE TIP COUNTERWEIGHT SEPARATED, CAUSING A SEVERE DYNAMIC IMBALANCE. THE COUNTERWEIGHT SEPARATION WAS DUE TO DEBONDING OF THE WEIGHT BLOCK AND THE BLADESKIN SOMETIME PRIOR TO THE SUBJECT FLIGHT. EXAMINATION OF THE TAIL ROTOR GEARBOX REVEALED EVIDENCE OF FATIGUE FRACTURES OF THE GEARBOX ATTACHMENT STUB.

File No. - 1006 4/22/82 CAMERON,LA A/C Reg. No. N2138Y Time (Lcl) - 1030 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ROTOR SYSTEM,TAIL ROTOR BLADE - CORRODED
2. ROTOR DRIVE SYSTEM,TAIL ROTOR GEAR BOX(90 DEG) - FATIGUE
3. ROTOR SYSTEM,TAIL ROTOR HUB COUNTERWEIGHT - SEPARATION

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. AUTOROTATION - INITIATED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1167 4/29/82 OBERLIN,LA A/C Reg. No. N5409 Time (Lcl) - 1630 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage: DESTROYED
Fire: NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P & W R-1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 225/005 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
AG STRIP
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	5000	Last 24 Hrs -	10
Make/Model-	2000	Last 30 Days-	UNK/NR
Instrument-	11	Last 90 Days-	50

Instrument Rating(s) - NONE

----Narrative----

THE PILOT REPORTED THAT DURING LANDING, HIS LEFT BRAKE FAILED. HE ELECTED TO GO-AROUND. HOWEVER, WHILE MANEUVERING TO AVOID A BUILDING, THE AIRCRAFT STRUCK A RICE DIKE AND CRASHED. THE PILOT REPORTED THAT THE LEFT BRAKE THRUST PLATE HAD BROKEN DURING THE LANDING.

File No. - 1167 4/29/82 OBERLIN,LA A/C Reg. No. N5409 Time (Lcl) - 1630 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1140 3/17/82 TILGHMAN ISLAND,MD A/C Reg. No. N10914 Time (Lcl) - 0705 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - .500 SM
Cloud Conditions(1st) - 100 FT INDEFINITE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAWN

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
EASTON,MD

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
CROMWELL FARM
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 45
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	42	Last 24 Hrs -	2
Make/Model-	33	Last 30 Days-	4
Instrument-	1	Last 90 Days-	5

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT/OWNER OF THE AIRCRAFT WAS ENDORSED TO FLY THE PLANE AND WOULD FLY IT FROM HIS FARM ON TILGHMAN ISLAND TO EASTON, MD FOR DUAL INSTRUCTION. SEVERAL DAYS BEFORE THE ACCIDENT, HE HAD ASKED HIS INSTRUCTOR (IP) TO SCHEDULE SOME TIME FOR AN EARLY MORNING FLIGHT ON 3/17/82. HIS INSTRUCTOR TOLD HIM TO COME "IF THE WEATHER WAS GOOD." THE IP AWOKE EARLY THAT MORNING AND OBSERVED HEAVY FOG AND LOW CEILINGS. HE ASSUMED THE STUDENT WOULD NOT COME AND WENT BACK TO BED. THE PILOT'S MOTHER REPORTED THAT FOG MOVED IN SHORTLY AFTER HE TOOK OFF FROM HIS FARM. CREWMEMBERS OF AN OYSTER BOAT NEAR THE ISLAND HEARD AN AIRCRAFT FLYING LOW OVERHEAD, BUT COULD NOT SEE THE PLANE DUE TO FOG AND A LOW CEILING. SHORTLY AFTER THAT, THEY SAW THE PLANE COME OUT OF THE OVERCAST IN A RIGHT BANK, THEN LEVEL JUST BEFORE CRASHING IN THE WATER. THEY REPORTED THAT THE ENGINE WAS RUNNING SMOOTHLY UNTIL IT REVVED JUST BEFORE IMPACT. A BLOOD ALCOHOL LEVEL OF .14% WAS FOUND.

File No. - 1140 3/17/82 TILGHMAN ISLAND,MD A/C Reg. No. N10914 Time (Lcl) - 0705 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. IMPROPER DECISION,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)
6. AIRPLANE HANDLING - UNCONTROLLED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
8. LIGHT CONDITION - DAWN
9. TERRAIN CONDITION - WATER,GLASSY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1123 6/13/82 OCEAN CITY,MD A/C Reg. No. N16270 Time (Lcl) - 1215 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	1	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - AERONCA C-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1006
No. of Seats - 2

Eng Make/Model - AERONCA E-113C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 45 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 140/018 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 700 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
OCEAN CITY
Runway Ident - 14
Runway Lth/Wid - 3700 -UNK/NR
Runway Surface - MACADAM
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND,SE SEA

GLIDER

Instrument Rating(s) - AIRPLANE

Age - 46
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	1036	Last 24 Hrs -	0
Make/Model-	4	Last 30 Days-	UNK/NR
Instrument-	70	Last 90 Days-	UNK/NR
Multi-Eng -	66		

----Narrative----

THE AIRCRAFT WAS OBSERVED TAKING OFF ON RUNWAY 14 UNDER A 700 FT CEILING. IT CLIMBED TO ABOUT 100 FT AGL, AND WHILE STILL OVER THE RUNWAY, IT BEGAN A LEFT TURN AND STARTED LOSING ALTITUDE. THE PILOT REPORTED THAT DURING THE TAKEOFF, HE HAD THROTTLED BACK AND TURNED NORTH. HE STATED THAT HE NOTICED HE WAS LOW AND ADDED POWER, BUT DID NOT REMEMBER ANYTHING AFTER THAT. HE BELIEVED THAT THE PLANE STALLED AND BEGAN TO SPIN. THE AIRCRAFT CRASHED IN A MARSH ABOUT 1/4 MILE NORTHEAST OF THE AIRPORT. AN EXAMINATION OF THE ENGINE REVEALED NO PREIMPACT MALFUNCTION OR FAILURE.

File No. - 1123 6/13/82 OCEAN CITY,MD A/C Reg. No. N16270 Time (Lcl) - 1215 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. TERRAIN CONDITION - WET
6. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1059 4/21/82 LOWELL,MI A/C Reg. No. N8059F Time (Lcl) - 1525 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - HUGHES 269A
Landing Gear - SKID
Max Gross Wt - 4700
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-B1A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 240/013 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
LOWELL CITY
Runway Ident - 24
Runway Lth/Wid - 1675/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	396	Last 24 Hrs -	2
Make/Model-	12	Last 30 Days-	UNK/NR
Instrument-	85	Last 90 Days-	12
		Rotorcraft -	12

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING THE FIRST SOLO FLIGHT IN A HELICOPTER THE PILOT WAS INSTRUCTED TO MAKE THREE NORMAL TAKEOFFS AND LANDINGS. ON THE SECOND LANDING, WHEN THE AIRCRAFT CAME TO A HOVER, THE BACK OF THE SKID STRUCK THE GROUND DURING A DRIFT-BACK. THE HELICOPTER ROLLED AND IMPACTED THE GROUND.

File No. - 1059 4/21/82 LOWELL,MI A/C Reg. No. N8059F Time (Lcl) - 1525 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1176 5/13/82 MUSKEGON,MI A/C Reg. No. N47111 Time (Lcl) - 1115 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

Injuries

----Aircraft Information----

Make/Model - VOLMER AMPHIBIAN
Landing Gear - AMPHIBIAN
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 140 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 135/004 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER - CALM

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 63
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	1687	Last 24 Hrs -	1
Make/Model-	359	Last 30 Days-	UNK/NR
Instrument-	20	Last 90 Days-	1
Multi-Eng -	590		

Instrument Rating(s) - NONE

----Narrative----

THE PILOT RETURNED TO LAND ON A LAKE AFTER MAKING TOUCH AND GO LANDINGS AT AN AIRPORT. HE STATED THAT HE MADE A WATER LANDING WITH THE GEAR EXTENDED. DURING TOUCHDOWN, THE AMPHIBIOUS AIRCRAFT NOSED OVER.

File No. - 1176 5/13/82 MUSKEGON,MI A/C Reg. No. N47111 Time (Lcl) - 1115 EDT

Occurrence NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WHEELS DOWN LANDING IN WATER - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1109 5/22/82 NORTHVILLE,MI A/C Reg. No. N1405L Time (Lcl) - 1324 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BEECH A23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-346A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 165 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 200/004 KTS
Visibility - 1.5 SM
Cloud Conditions(1st) - 200 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LAPEER,MI
Destination
FRANKFORT,KY

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - B-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	800	Last 24 Hrs -	1
Make/Model-	UNK/NR	Last 30 Days-	13
Instrument-	UNK/NR	Last 90 Days-	22

Instrument Rating(s) - NONE

----Narrative----

AT 1701 EDT ON 5/21/82, THE NON-INSTRUMENT RATED PILOT CALLED A FLIGHT SERVICE STATION AND REQUESTED AN IFR WEATHER BRIEFING. THE BRIEFING WAS FOR A FLIGHT FROM LAPEER, MICHIGAN TO FRANKFORT, KENTUCKY. THE PLANE DEPARTED THE NEXT DAY AT ABOUT 1200 EDT WITH NO FLIGHT PLAN. THE AIRCRAFT STRUCK A TREETOP, HIT A POWERLINE AND IMPACTED A WOODED AREA NEAR NORTHVILLE, MI. SEVERAL WITNESSES HEARD AND/OR SAW THE PLANE AT LOW ALTITUDE BEFORE IT CRASHED.

File No. - 1109 5/22/82 NORTHVILLE,MI A/C Reg. No. N1405L Time (Lcl) - 1324 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - HAZE
3. WEATHER CONDITION - LOW CEILING
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. IMPROPER DECISION,LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
6. OBJECT - TREE(S)
7. OBJECT - WIRE,TRANSMISSION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1195 5/29/82 DETROIT,MI A/C Reg. No. N153PA Time (Lcl) - 0403 EDT

----Basic Information----

Type Operating Certificate-AIR CARRIER
ALL CARGO AIR SERVICE
Type of Operation -SCHEDULED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 121
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - CONVAIR 240
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 42000
No. of Seats - 3

Eng Make/Model - P&W R-2800
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 2300 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR
Weather Radar - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - .500 SM
Cloud Conditions(1st) - OBSCURED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary
Last Departure Point
BUFFALO,NY
Destination
DETROIT,MI

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - TOWER
Type Approach Flown - ILS - COMPLETE

Airport Proximity
ON AIRPORT

Airport Data
DETROIT METROPOLITAN
Runway Ident - 27
Runway Lth/Wid - 8700/ 150
Runway Surface - ASPHALT
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND

Instrument Rating(s) - AIRPLANE

Age - 52
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	16500	Last 24 Hrs	11
Make/Model	7500	Last 30 Days	UNK/NR
Instrument	UNK/NR	Last 90 Days	UNK/NR
Multi-Eng	UNK/NR	Rotorcraft	UNK/NR

----Narrative----

THE CAPTAIN STATED THAT DURING AN ILS APPROACH, HE SAW THE APPROACH LIGHTS ABOUT 3 MILES FROM THE TOUCHDOWN POINT. REPORTEDLY, THE PLANE WAS ON THE GLIDE SLOPE AND LOCALIZER AS HE CONTINUED ON FINAL APPROACH. AFTER PASSING MINUMUMS, THE AIRCRAFT WENT INTO A FOG LAYER. THE CAPTAIN LOST FORWARD VISIBILITY AND ELECTED TO GO-AROUND. DURING THE GO-AROUND, THE CAPTAIN MADE A SHALLOW LEFT TURN AND CALLED FOR APPROACH FLAPS. AS THE FLAPS RAISED, THE AIRCRAFT SETTLED AND THE MAIN GEAR CONTACTED THE GROUND. AT THAT TIME, THE CAPTAIN MOVED THE THROTTLES TO IDLE. WHILE ROLLING OUT IN AN AREA OF GRASS BETWEEN 2 RUNWAYS, THE NOSE GEAR COLLAPSED. DURING THE INVESTIGATION, THE FLAPS WERE FOUND AT A 10 DEGREE SETTING. THE CAPTAIN STATED THAT THE FLAPS SHOULD HAVE BEEN PLACED AT 16.5 DEGREES FOR THE GO-AROUND.

File No. - 1195 5/29/82 DETROIT,MI A/C Reg. No. N153PA Time (Lcl) - 0403 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. GO-AROUND - INITIATED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. RAISING OF FLAPS - IMPROPER - COPILOT
6. SUPERVISION - INADEQUATE - PILOT IN COMMAND
7. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
8. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
9. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1198 5/29/82 LE SUEUR,MN A/C Reg. No. N4251A Time (Lcl) - 0900 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BELL 47D1
Landing Gear - SKID
Max Gross Wt - 2400
No. of Seats - 2

Eng Make/Model - FRANKLIN O-335-5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/005 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 5500 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - CONTACT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
HELICOPTER
Instrument Rating(s) - NONE

Age - 31
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	349	Last 24 Hrs -	0
Make/Model-	285	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	46
		Rotorcraft -	285

----Narrative----

DURING A SPRAYING OPERATION, THE AIRCRAFT WAS BEING REFUELED FROM A 200 GAL FUEL TANK, MOUNTED ON THE REAR OF A TRUCK. THE TRUCK WAS PARKED ON A SLIGHT SLOPE WITH THE OUTLET FOR THE SERVICING HOSE AT THE LOWER END. AFTER THE HELICOPTER WAS SERVICED WITH 14 GALLONS OF FUEL, THE PILOT SPRAYED A 4 ACRE FIELD AND BEGAN SPRAYING A 47 ACRE FIELD. WHILE IN A SWATH RUN AT 4 TO 6 FT AGL, THE ENGINE LOST POWER. THE PILOT DUMPED HIS LOAD AND LANDED STRAIGHT AHEAD. THE HELICOPTER TURNED ABOUT 180 DEGREES WHILE SLIDING TO A STOP. DURING THIS TIME, THE SKIDS BUCKLED AND THE MAIN ROTOR, TAIL BOOM, AND CANOPY BUBBLE WERE DAMAGED. AFTER THE ACCIDENT, WATER WAS FOUND IN THE CARBURETOR.

File No. - 1198 5/29/82 LE SUEUR,MN A/C Reg. No. N4251A Time (Lcl) - 0900 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. FLUID,FUEL - WATER
2. IN-FLIGHT PLANNING/DECISION - IMPROPER -
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
5. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3 OTHER GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1194 5/29/82 TRACY,MN A/C Reg. No. N9767H Time (Lcl) - 2100 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/008 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 2000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data
TRACY MUNICIPAL
Runway Ident - 11
Runway Lth/Wid - 3100/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	189	Last 24 Hrs -	0
Make/Model-	49	Last 30 Days-	20
Instrument-	27	Last 90 Days-	41

Instrument Rating(s) - NONE

----Narrative----

THE PILOT REPORTED THAT DURING A NORMAL LANDING, THE LEFT MAIN GEAR AXLE FAILED AND HE WAS UNABLE TO CONTROL THE AIRCRAFT. THE AIRCRAFT WENT OFF THE RUNWAY AND THE NOSE GEAR COLLAPSED WHEN IT ENCOUNTERED SOFT MUD.

File No. - 1194 5/29/82 TRACY,MN A/C Reg. No. N9767H Time (Lcl) - 2100 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LANDING GEAR,AXLE - FAILURE,TOTAL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - WET
5. TERRAIN CONDITION - SOFT
6. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1037 6/03/82 STILLWATER,MN A/C Reg. No. N16694 Time (Lcl) - 1630 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - HARDIE TERN II
Landing Gear - N/A
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/006 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
BONE LAKE,WI

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
BENSON
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

GLIDER

Instrument Rating(s) - NONE

Age - UNK/NR
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)
Total - 109
Make/Model- 109
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 10
Rotorcraft - UNK/NR

----Narrative----

THE AIRCRAFT STALLED WHILE MANEUVERING FOR A LANDING. THE PILOT WAS UNABLE TO PROPERLY RECOVER BEFORE THE AIRCRAFT COLLIDED WITH THE GROUND.

File No. - 1037 6/03/82 STILLWATER,MN A/C Reg. No. N16694 Time (Lcl) - 1630 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)
1. MANEUVER - IMPROPER - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1038 6/08/82 HALLOCK,MN A/C Reg. No. N9707J Time (Lcl) - 1930 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -CROP CONTROL RELATED FLIGHT
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2500
No. of Seats - 1

Eng Make/Model - CONTINTENTAL TSIO-520T
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 8.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Instrument Rating(s) - AIRPLANE

Age - 34
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	1808	Last 24 Hrs	UNK/NR
Make/Model	50	Last 30 Days	UNK/NR
Instrument	UNK/NR	Last 90 Days	UNK/NR
Multi-Eng	UNK/NR	Rotorcraft	UNK/NR

----Narrative----

DURING LANDING ROLL TO INVESTIGATE A STALLED TRUCK, THE AIRCRAFT COLLIDED WITH THE TRUCK WHICH BACKED INTO THE AIRCRAFT'S ROLL OUT PATH. AFTER THE COLLISION, THE AIRCRAFT RAN INTO A DITCH.

File No. - 1038 6/08/82 HALLOCK,MN A/C Reg. No. N9707J Time (Lcl) - 1930 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1098 6/19/82 MAPLE PLAIN,MN A/C Reg. No. N8066B Time (Lcl) - 1330 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BARRETT BG-5
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - MCCULLOCH AX100
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 36 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/012 KTS
Visibility - 35.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 30
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	3	Last 24 Hrs -	1
Make/Model-	3	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	1
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

----Narrative----

DURING LANDING APPROACH THE GYROCOPTER COLLIDED WITH A POWERLINE. THE STUDENT PILOT LOST CONTROL AND CRASHED BEYOND THE POWERLINES. THE PILOT WAS ATTEMPTING TO LAND IN A FARM FIELD ADJACENT TO A RELATIVE'S HOUSE.

File No. - 1098 6/19/82 MAPLE PLAIN,MN A/C Reg. No. N8066B Time (Lcl) - 1330 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. PLANNED APPROACH - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1128 6/18/82 APPLETON CITY,MO A/C Reg. No. N3503Q Time (Lcl) - 0633 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA A188
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4000
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520D
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/003 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - CONTACT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Instrument Rating(s) - NONE

Age - 39
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - CESSNA

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	1918	Last 24 Hrs -	5
Make/Model-	362	Last 30 Days-	UNK/NR
Instrument-	102	Last 90 Days-	162
Multi-Eng -	12	Rotorcraft -	1087

----Narrative----

THE PILOT ELECTED TO LAND ON A CROWNED, ASPHALT, FARM ROAD WHILE REPOSITIONING THE AIRCRAFT FOR AN AGRICULTURAL OPERATION. HE REPORTED THAT SHORTLY AFTER TOUCHDOWN, THE AIRCRAFT PULLED TO THE LEFT AND THE LEFT WING ENTERED HIGH WEEDS. HE SAID HE WAS UNABLE TO STOP THE SWERVE BY USING RIGHT RUDDER AND BRAKE. THE PILOT THEN APPLIED FULL POWER IN AN EFFORT TO GO OVER A FENCE, BUT THE AIRCRAFT COLLIDED WITH THE FENCE.

File No. - 1128 6/18/82 APPLETON CITY,MO A/C Reg. No. N3503Q Time (Lcl) - 0633 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH VEGETATION
4. GROUND LOOP/SWERVE - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
5. GO-AROUND - INITIATED - PILOT IN COMMAND
6. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1084 7/01/82 ST. LOUIS,MO A/C Reg. No. N9565U Time (Lcl) - 0620 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - DUAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - GRUMMAN AA1C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/004 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
ARROWHEAD
Runway Ident - 02
Runway Lth/Wid - 2800/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - B-58

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	19000	Last 24 Hrs -	2
Make/Model-	3009	Last 30 Days-	UNK/NR
Instrument-	1770	Last 90 Days-	220
Multi-Eng -	8350		

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING A DUAL TRAINING FLIGHT THE AIRCRAFT WAS ALLOWED TO DESCEND INTO A CORN CROP SHORT OF THE RUNWAY. THE AIRCRAFT CONTINUED TO THE RUNWAY BUT LANDED HARD AND COLLAPSED THE LANDING GEAR.

File No. - 1084 7/01/82 ST. LOUIS,MO A/C Reg. No. N9565U Time (Lcl) - 0620 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
2. TERRAIN CONDITION - CROP

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. FLIGHT CONTROLS - IMPROPER - PILOT IN COMMAND

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1097 7/05/82 ST. LOUIS,MO A/C Reg. No. N2371O Time (Lcl) - 1115 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - STINSON HWW-75
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1580
No. of Seats - 3

Eng Make/Model - LYCOMING O-235-C2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/005 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
ARROWHEAD
Runway Ident - 20
Runway Lth/Wid - 2300/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	495	Last 24 Hrs -	0
Make/Model-	65	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	30
Multi-Eng -	3		

Instrument Rating(s) - NONE

----Narrative----

ACCORDING TO THE PILOT THE FUEL TANK GAUGES INDICATED ABOUT ONE-EIGHT FULL PRIOR TO A TAKEOFF FOR A FLIGHT AROUND THE TRAFFIC PATTERN. AFTER TAKEOFF THE ENGINE QUIT AND A FORCED LANDING WAS MADE IN A SOYBEAN FIELD. THE AIRCRAFT NOSED OVER DURING THE LANDING ROLL.

File No. - 1097 7/05/82 ST. LOUIS,MO A/C Reg. No. N23710 Time (Lcl) - 1115 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1096 7/06/82 POINT LOOKOUT,MO A/C Reg. No. N80751 Time (Lcl) - 1200 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/009 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data
M. GRAHAM CLARK
Runway Ident - 29
Runway Lth/Wid - 3600/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 0
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total -	88	Last 24 Hrs -	1		
Make/Model-	49	Last 30 Days-	UNK/NR		
Instrument-	2	Last 90 Days-	1		

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT BOUNCED SEVERAL TIMES DURING LANDING AND THE NOSE WHEEL TIRE BLEWOUT. THERE WAS SUBSTANTIAL DAMAGE TO THE NOSE STRUT, FIREWALL AND PROPELLER.

File No. - 1096 7/06/82 POINT LOOKOUT,MO A/C Reg. No. N80751 Time (Lcl) - 1200 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)
3. LANDING GEAR,TIRE - OVERLOAD

Occurrence #4 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)
4. PROPELLER SYSTEM/ACCESSORIES,BLADE - BENT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1137 7/11/82 STOCKTON,MO A/C Reg. No. N9319D Time (Lcl) - 1530 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -AIR SHOW/RACING
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-22-160
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1840
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-B2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/011 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 4000 FT SCATTERED
Cloud Conditions(2nd) - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - 01
Runway Lth/Wid - 2100/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	665	Last 24 Hrs -	1
Make/Model-	625	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	5

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT WAS ONE OF A FLIGHT OF FOUR, MAKING DEMONSTRATION FLYBYS AT THE AIRPORT. THE PILOT STATED THAT HE WAS SLOW FLYING, ABOUT 80 TO 85 FT AGL, WHEN THE AIRCRAFT STARTED TO SINK. AT THAT TIME, HE WAS ABOUT 1000 TO 1500 FT BEHIND, TO THE RIGHT, AND 20 FT BELOW A CESSNA 175. THE PILOT APPLIED FULL POWER TO STOP THE SINK, BUT THE PLANE STILL TOUCHED DOWN. IT BEGAN TO FLY AGAIN,BUT WOULD NOT GAIN ALTITUDE. WITH THE AIRPORT BEHIND AND THE AIRSPEED SLOW, HE ELECTED TO LAND IN A CLEAR AREA AHEAD. HOWEVER, THE AIRCRAFT HIT A WIRE FENCE AND NOSED OVER. THE TEMPERATURE AND FIELD ELEVATION WERE 91 DEGREES AND 1045 FT.

File No. - 1137 7/11/82 STOCKTON,MO A/C Reg. No. N9319D Time (Lcl) - 1530 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. OBJECT - FENCE

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1122 6/19/82 OCEAN SPRINGS,MS A/C Reg. No. N757FB Time (Lcl) - 1845 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage: DESTROYED
Fire: NONE

	Fatal	Injuries: Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA R182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 4
Eng Make/Model - LYCOMING O-540-J3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/004 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 20000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
GULF PARK
Runway Ident - 17
Runway Lth/Wid - 3500 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
ME LAND,SE LAND

Age - 35
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	6000	Last 24 Hrs	UNK/NR
Make/Model	UNK/NR	Last 30 Days	UNK/NR
Instrument	UNK/NR	Last 90 Days	UNK/NR
Multi-Eng	UNK/NR	Rotorcraft	UNK/NR

Instrument Rating(s) - AIRPLANE,HELICOPTER

----Narrative----

A PILOT-RATED WITNESS OBSERVED THE ENTIRE FLIGHT AND ACCIDENT. HE STATED THAT AFTER TAKEOFF AND GEAR RETRACTION, THE AIRCRAFT WAS HELD AT A VERY LOW ALTITUDE, WHICH HE THOUGHT WAS TO GAIN AIRSPEED. THE AIRCRAFT REACHED THE END OF THE RUNWAY AND WENT INTO A STEEP CLIMB WHICH WAS FOLLOWED BY A ROLLING MANEUVER TO THE LEFT. THE ROLL CONTINUED, BUT BEFORE COMPLETION, THE AIRCRAFT STRUCK TREES IN A NOSE LOW ALTITUDE. HE AND TWO OTHER WITNESSES REPORTED THAT THE ENGINE WAS OPERATING AT HIGH POWER UNTIL IMPACT. NO PREIMPACT MALFUNCTION OR FAILURE OF THE AIRCRAFT OR ENGINE WAS EVIDENT. THE DENSITY ALTITUDE WAS ABOUT 2100 FT.

File No. - 1122 6/19/82 - OCEAN SPRINGS,MS A/C Reg. No. N757FB Time (Lcl) - 1845 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. MANEUVER - ATTEMPTED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
5. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1145 6/25/82 MADISON,MS A/C Reg. No. N1808L Time (Lcl) - 1740 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - BEECH 58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 280 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/012 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
BRUCE CAMPBELL
Runway Ident - 17
Runway Lth/Wid - 4400 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	1216	Last 24 Hrs -	5
Make/Model-	58	Last 30 Days-	UNK/NR
Instrument-	53	Last 90 Days-	148
Multi-Eng -	264		

Instrument Rating(s) - NONE

----Narrative----

THE PILOT REPORTED THAT DURING FLIGHT, THE RIGHT FRONT DOOR SUDDENLY OPENED AFTER LIGHT TURBULENCE WAS ENCOUNTERED. THE PILOT FOLLOWED THE PROCEDURE, AS PRESCRIBED BY THE OWNER'S MANUAL, TO SECURE AND CLOSE THE DOOR. AS A PRECAUTION, HE CANCELED THE REMAINDER OF THE FLIGHT, AND RETURNED TO THE AIRPORT TO LAND. JUST BEFORE TURNING FROM DOWNWIND TO BASE LEG, THE DOOR SUDDENLY OPENED AGAIN. THE PILOT ELECTED TO CONTINUE THE APPROACH WITHOUT RECLOSING THE DOOR. THE DOOR BEGAN TO BUFFET AND LEFT RUDDER WAS USED TO COMPENSATE FOR YAW AND DRAG. WHILE LANDING, THE AIRCRAFT TOUCHED DOWN HARD AND BOUNCED. POWER WAS APPLIED TO CORRECT THE SITUATION. THE PLANE RESPONDED IN A SEVERE NOSE HIGH ATTITUDE WHILE SIMULTANEOUSLY BANKING SHARPLY TO THE LEFT. THE AIRCRAFT CRASHED TO THE LEFT OF THE RUNWAY. AS THE OCCUPANTS EGRESSED FROM THE PLANE, IT BEGAN TO BURN AND WAS DESTROYED.

File No. - 1145 6/25/82 MADISON,MS A/C Reg. No. N1808L Time (Lcl) - 1740 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. DOOR,EXTERIOR CREW - OPEN
2. DOOR,EXTERIOR CREW - VIBRATION
3. LEVEL OFF - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 FIRE
Phase of Operation STANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1044 6/29/82 SCOOBA,MS A/C Reg. No. N93DM Time (Lcl) - 1030 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CLIMB

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 185
Landing Gear - AMPHIBIAN
Max Gross Wt - 3100
No. of Seats - 3

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/008 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 4500 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ALICEVILLE,AL
Destination
HOUMA,LA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA

Age - 34
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	193	Last 24 Hrs -	6
Make/Model-	193	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	100
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT WAS CLIMBING TO CRUISE ALTITUDE OF 8500 FEET. THE ENGINE BEGAN TO LOSE POWER, THEN QUIT ENTIRELY. THE PILOT CALLED THE ACCOMPANING AIRCRAFT AND MADE AN EMERGENCY LANDING IN A PLOWED FIELD. THE AIRCRAFT NOSED OVER DURING LANDING. EXAMINATION REVEALED THE INTAKE FILTER WAS IMPROPERLY INSTALLED WHICH BLOCKED AIR TO THE INDUCTION SYSTEM.

File No. - 1044 6/29/82 SCOOBA,MS A/C Reg. No. N93DM Time (Lcl) - 1030 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. INDUCTION AIR CONTROL - BLOCKED(PARTIAL)
2. SERVICE OF AIRCRAFT - ISSUED - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1110 7/01/82 DODDSVILLE,MS A/C Reg. No. N7397 Time (Lcl) - 0730 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1
Eng Make/Model - P & W R-985-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/001 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Instrument Rating(s) - NONE

Age - 37
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	6565	Last 24 Hrs -	8
Make/Model-	1500	Last 30 Days-	UNK/NR
Instrument-	12	Last 90 Days-	250
Multi-Eng -	4		

----Narrative----

THE PILOT REPORTED THAT AT THE END OF A SWATH RUN, HE NOTICED THE SMELL OF BURNED OIL AND SAW SMOKE WHEN THE ENGINE BEGAN A HARD MISS. HE REPORTED THAT THESE OCCURRED WHEN THE NUMBER FIVE CYLINDER FAILED. HE MADE A FORCED LANDING IN A FLOODED RICE FIELD WHERE THE GEAR FAILED AND THE PLANE FLIPPED OVER.

File No. - 1110 7/01/82 DODDSVILLE,MS A/C Reg. No. N7397 Time (Lcl) - 0730 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - WET
3. TERRAIN CONDITION - SOFT
4. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1136 7/07/82 LULA,MS A/C Reg. No. N731EG Time (Lcl) - 0830 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA A188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 1
Eng Make/Model - CONTINENTAL IO-520D
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 240/005 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LULA,MS
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
Instrument Rating(s) - AIRPLANE

Age - 53
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 18015
Make/Model- UNK/NR
Instrument- 120

Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

----Narrative----

DURING A SWATH RUN UNDER ELECTRICAL TRANSMISSION LINES, THE VERTICAL STABILIZER AND RUDDER CONTACTED THE WIRES AND SEPARATED FROM THE AIRCRAFT. THE PILOT ATTEMPTED TO RETURN TO THE AIRPORT, BUT WAS UNABLE TO CONTROL THE AIRCRAFT. HE THEN ATTEMPTED AN EMERGENCY LANDING IN A FIELD, BUT THE AIRCRAFT CONTACTED THE GROUND IN A SIDE SLIP. THE PILOT STATED THAT HE HAD FLOWN UNDER THESE WIRES AT LEAST 25 TIMES WITHOUT CONTACTING THEM.

File No. - 1136 7/07/82 LULA,MS A/C Reg. No. N731EG Time (Lcl) - 0830 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
3. DIRECTIONAL CONTROL - NOT POSSIBLE -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1165 4/23/82 HARDIN,MT A/C Reg. No. N1759P Time (Lcl) - 1150 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/010 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SHERIDAN,WY
Destination
HARDIN,MT

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRSTRIP

Airport Data
POCKET CREEK RANCH
Runway Ident - UNK/NR
Runway Lth/Wid - 2800/ 250
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - PA-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	138	Last 24 Hrs -	1
Make/Model-	130	Last 30 Days-	15
Instrument-	0	Last 90 Days-	15

Instrument Rating(s) - NONE

----Narrative----

THE PILOT AND HIS COPILOT WERE ON A FLIGHT TO A PRIVATE RANCH STRIP. THE PILOT REPORTED THAT HIS APPROACH WAS NORMAL, EXCEPT IT WAS HOT AND GROUND EFFECT CARRIED THE PLANE A LITTLE TOO FAR. HE STATED THAT THE FIELD WAS SOFT, AND WHEN HE APPLIED BRAKES LIGHTLY, THE PLANE NOSED OVER. THE COPILOT STATED THAT THE AIRCRAFT SKIDDED AND WENT UPSIDE DOWN. IN AN INTERVIEW SHORTLY AFTER THE ACCIDENT, THE PILOT SAID THAT THE AIRCRAFT HAD RECENTLY BEEN MODIFIED WITH CLEVELAND BRAKES AND THAT HE WAS NOT COMPLETELY ACCUSTOMED TO THEM. THE WIND WAS CALM, THE TEMPERATURE WAS 74 DEGREES FAHRENHEIT, AND THE FIELD ELEVATION WAS ABOUT 2800 FT.

File No. - 1165 4/23/82 HARDIN,MT A/C Reg. No. N1759P Time (Lcl) - 1150 MST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. TERRAIN CONDITION - SOFT
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1078 6/05/82 WOLF CREEK,MT A/C Reg. No. N2AL Time (Lcl) - 1710 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

----Aircraft Information----

Make/Model - STARKE KR-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - VW 1300
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 36 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/003 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
HELENA,MT
Destination
GREAT FALLS,MT

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	1033	Last 24 Hrs -	0
Make/Model-	212	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	33

Instrument Rating(s) - NONE

----Narrative----

WHILE FLYING AT A LOW ALTITUDE OVER THE MISSOURI RIVER THE AIRCRAFT COLLIDED WITH A POWERLINE DAMAGING THE PROPELLER AND COWLING. THE PILOT USED GROUND TRANSPORTATION TO PICKUP A NEW PROPELLER. HE REPAIRED THE AIRCRAFT, SURVEYED THE TAKEOFF AREA AND ATTEMPTED A TAKEOFF FROM THE ROUGH TERRAIN. AFTER THE TAIL LIFTED OFF, THE AIRCRAFT NOSED OVER AND CAME TO REST ON ITS BACK.

File No. - 1078 6/05/82 WOLF CREEK,MT A/C Reg. No. N2AL Time (Lcl) - 1710 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1166 3/20/82 FRANCISCO,NC A/C Reg. No. N738QS Time (Lcl) - 0100 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage: DESTROYED
Fire: NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4
Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NWS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 060/007 KTS
Visibility - 3.0 SM
Cloud Conditions(1st) - 500 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary
Last Departure Point
GREENSBORO,NC
Destination
CHRISTIANSBURG,VA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Age - 37
Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)
PRIVATE
SE LAND
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - 172
Flight Time (Hours)
Total - 373
Make/Model- 317
Instrument- 7
Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 24

Instrument Rating(s) - NONE

----Narrative----

THE NON-INSTRUMENT RATED PILOT RECEIVED A PARTIAL WEATHER BRIEFING BY TELEPHONE, BUT HUNG UP WHEN HE OBTAINED THE INFORMATION THAT HE REQUESTED. FBO PERSONNEL STATED THAT HE LOOKED AND ACTED TIRED BEFORE TAKING OFF AT 0022 EST. SUBSEQUENTLY, THE PLANE WAS REPORTED AS MISSING. AN AIRBORNE SEARCH WAS STARTED AT 0700 AND THE PLANE WAS FOUND AT 0730. A LOCAL RESIDENT HAD HEARD A CRASH AT ABOUT 0100, BUT HE THOUGHT IT WAS AN AUTOMOBILE ON A NEARBY ROAD. AN INVESTIGATION REVEALED THERE WERE LOW CEILINGS WITH FOG AND HAZE IN THE AREA. AN EXAMINATION OF THE WRECKAGE REVEALED THAT THE PLANE HAD CRASHED IN A STEEP DIVE.

File No. - 1166 3/20/82 FRANCISCO,NC A/C Reg. No. N738QS Time (Lcl) - 0100 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - HAZE
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
7. IMPROPER DECISION,FATIGUE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)
8. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,8,10

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1121 6/17/82 FRANKLIN,NC A/C Reg. No. N248Y Time (Lcl) - 1500 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

----Aircraft Information----

Make/Model - BEECH F35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250
Visibility - 7.0 SM
Cloud Conditions(1st) - 2500 FT SCATTERED
Cloud Conditions(2nd) - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - CONTACT

Airport Proximity
ON AIRPORT

Airport Data
MASON COUNTY
Runway Ident - 25
Runway Lth/Wid - 3800 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	186	Last 24 Hrs -	0
Make/Model-	59	Last 30 Days-	UNK/NR
Instrument-	8	Last 90 Days-	34

Instrument Rating(s) - NONE

----Narrative----

THE PILOT MADE HIS INITIAL APPROACH TO RUNWAY 07 AT MASON COUNTY AIRPORT. THE APPROACH SEEMED HIGH TO THE PILOT, SO HE EXECUTED A GO-AROUND AND DECIDED TO LAND ON RUNWAY 25. DURING THE SECOND APPROACH, HE EXTENDED THE FLAPS, BUT NOT THE LANDING GEAR. WHEN THE PILOT HEARD THE PROPELLER HITTING THE RUNWAY, HE APPLIED FULL POWER TO GO AROUND. HE REPORTED THAT AFTER HE LIFTED OUT OF GROUND EFFECT, THE WING STALLED. THE AIRCRAFT CRASHED ON A PARKING RAMP, LOCATED TO THE LEFT OF RUNWAY 25. IT HIT A MOWER AND SEVERAL AIRCRAFT AND BURNED. CESSNA 172RG, N6482V WAS DEMOLISHED. AMERICAN AA-1B, N8880L; PIPER PA-28, N9313K; PIPER PA-24, N8938P AND THE MOWER WERE DAMAGED. THE DENSITY ALTITUDE WAS ABOUT 3500 FT.

File No. - 1121 6/17/82 FRANKLIN,NC A/C Reg. No. N248Y Time (Lcl) - 1500 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - TURBULENCE
2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. WHEELS UP LANDING - INITIATED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. PROPELLER SYSTEM/ACCESSORIES,BLADE - BENT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)
6. WEATHER CONDITION - HIGH DENSITY ALTITUDE
7. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation OTHER

Finding(s)
9. OBJECT - VEHICLE
10. OBJECT - AIRCRAFT PARKED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,8

Factor(s) relating to this accident is/are finding(s) 1,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1010 3/23/82 LISBON,ND A/C Reg. No. N43393 Time (Lcl) - 0730 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - TAYLORCRAFT BC-12D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/012 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
WAHPETON,ND
Destination
GREAT FALLS,MT

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
LISBON MUNICIPAL
Runway Ident - 15
Runway Lth/Wid - 3050/ 50
Runway Surface - ASPHALT
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 100
Make/Model- 45
Instrument- 0
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT DURING THE LANDING ON RUNWAY 15, AT AN ALTITUDE OF APPROXIMATELY 20 TO 30 FEET, THE WIND COMING OVER THE SNOWBANKS ON THE SIDES OF THE RUNWAY CAUSED TURBULENCE THAT RAISED THE AIRCRAFT AND PUSHED IT TO THE LEFT OF THE RUNWAY. THE AIRCRAFT WAS LANDED IN A SNOW COVERED FIELD NEXT TO THE RUNWAY AND DURING THE ROLLOUT, IN DEEP SNOW, NOSED OVER.

File No. - 1010 3/23/82 LISBON,ND A/C Reg. No. N43393 Time (Lcl) - 0730 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - SNOW COVERED
6. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1157 5/06/82 BISMARCK,ND A/C Reg. No. N4504Q Time (Lcl) - 2107 CDT

----Basic Information----

Type Operating Certificate-AIR CARRIER
ON-DEMAND AIR TAXI
Type of Operation -NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Aircraft Damage: MINOR
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	7
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 402A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6885
No. of Seats - 10

Eng Make/Model - CONTINENTAL TSIO-520-E
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 320/010 KTS
Visibility - 12.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
FARGO,ND
Destination
BISMARCK,ND

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - TOWER
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
BISMARCK MUNICIPAL
Runway Ident - 35
Runway Lth/Wid - 4009/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND
Instrument Rating(s) - AIRPLANE

Age - 64
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	30000	Last 24 Hrs -	5
Make/Model-	179	Last 30 Days-	UNK/NR
Instrument-	6000	Last 90 Days-	102
Multi-Eng -	10000		

----Narrative----

THE PILOT DISCOVERED THAT THE GEAR WOULD NOT EXTEND ELECTRICALLY. MANUAL EXTENSION WAS ATTEMPTED, BUT THE CRANK WOULD NOT TURN IN EITHER DIRECTION. WHILE APPLYING PRESSURE TO THE CRANKS, THE CHAIN DRIVE FAILED. THE PLANE WAS LANDED WITH THE GEAR RETRACTED. DISASSEMBLY OF THE EMERGENCY EXTENSION SYSTEM REVEALED THAT A SHAFT, PN 0843400-50, WAS BENT AND GOUGE MARKS WERE FOUND ON A TOOTH OF A BEVEL GEAR, PN 0843400-49. ALSO, THE MANUAL EXTENSION CHAIN, PN 500000-52, BETWEEN THE HAND CRANK AND BEVEL GEARS, HAD BROKEN. NO OTHER DISCREPANCIES WERE EVIDENT IN THE LANDING GEAR SYSTEM.

File No. - 1157 5/06/82 BISMARCK,ND A/C Reg. No. N4504Q Time (Lcl) - 2107 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - JAMMED
2. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1092 5/16/82 SCOTTSBLUFF,NE A/C Reg. No. N25718 Time (Lcl) - 1846 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 300/013 KTS
Visibility - 25.0 SM
Cloud Conditions(1st) - 2500 FT SCATTERED
Cloud Conditions(2nd) - 5000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
SCOTTSBLUFF COMPANY
Runway Ident - 30
Runway Lth/Wid - 8280/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 21
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	102	Last 24 Hrs -	UNK/NR
Make/Model-	3	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	24

Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT DURING AN APPROACH FOR A TOUCH AND GO LANDING, AT AN ALTITUDE OF ABOUT 50 FEET ABOVE THE RUNWAY THE AIRCRAFT BEGAN TO DROP. HE APPLIED THROTTLE AND THE ENGINE HESITATED, FAILING TO ACCELERATE UNTIL JUST BEFORE IMPACT WITH THE RUNWAY. THE AIRCRAFT WAS NOT EQUIPPED WITH AN ACCELERATOR PUMP AND REQUIRED ENGINE POWER TO BE APPLIED AT A SLOWER RATE TO REDUCE ENGINE HESITATION.

File No. - 1092 5/16/82 SCOTTSBLUFF,NE A/C Reg. No. N25718 Time (Lcl) - 1846 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1087 7/03/82 FULLERTON,NE A/C Reg. No. N6643E Time (Lcl) - 2030 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	0

----Aircraft Information----

Make/Model - BEECH 58P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6200
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-WB
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 325 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/002 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
COLUMBUS,NE
Destination
FULLERTON,NE

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
C.A.M.P. AIRPORT
Runway Ident - 35
Runway Lth/Wid - 2350/ 75
Runway Surface - DIRT
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	1374	Last 24 Hrs -	32
Make/Model-	695	Last 30 Days-	UNK/NR
Instrument-	146	Last 90 Days-	44
Multi-Eng -	869		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT PULLED UP TO AVOID A COLLISION WITH A TRUCK ON FINAL APPROACH. HE LANDED MIDFIELD ON A 2350 FOOT WET GRASS RUNWAY AND RAN OFF THE END OF THE RUNWAY INTO ROUGH TERRAIN.

File No. - 1087 7/03/82 FULLERTON,NE A/C Reg. No. N6643E Time (Lcl) - 2030 CDT

Occurrence OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - ROUGH/UNEVEN
2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - WET
4. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1090 7/04/82 ERICSON,NE A/C Reg. No. N48534 Time (Lcl) - 0745 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -CROP CONTROL RELATED FLIGHT
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - GRUMMAN G164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P&W R985-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BARTLETT,NE
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,SE SEA

Instrument Rating(s) - NONE

Age - 42
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	4005	Last 24 Hrs	3
Make/Model	100	Last 30 Days	50
Instrument	UNK/NR	Last 90 Days	100
Multi-Eng	UNK/NR	Rotorcraft	UNK/NR

----Narrative----

THE AIRCRAFT WAS FLOWN FROM THE LOADING AREA TO THE FIELD INTENDED FOR TREATMENT. UPON ARRIVAL, THE PILOT REDUCED POWER AND ENTERED AN OBSERVATION FLY-BY. WHEN THE AIRCRAFT STARTED TO SETTLE THE PILOT'S APPLICATION OF POWER FAILED TO ARREST THE DESCENT. THE PILOT ATTEMPTED TO JETTISON THE LOAD BUT THE EMERGENCY DUMP FAILED TO OPERATE.

File No. - 1090 7/04/82 ERICSON,NE A/C Reg. No. N48534 Time (Lcl) - 0745 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. LOAD JETTISON - NOT POSSIBLE - PILOT IN COMMAND
2. THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation STANDING - PRE-FLIGHT

Finding(s)
3. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1114 7/18/82 FALLS CITY,NE A/C Reg. No. N8532N Time (Lcl) - 1630 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-235D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/007 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 4000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
BRENNER FIELD
Runway Ident - 14
Runway Lth/Wid - 3400/ 60
Runway Surface - CONCRETE
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	174	Last 24 Hrs -	1
Make/Model-	14	Last 30 Days-	UNK/NR
Instrument-	26	Last 90 Days-	4

Instrument Rating(s) - NONE

----Narrative----

THE PILOT REPORTED THAT WHILE HE WAS LANDING WITH A 6 TO 7 KT CROSSWIND, THE PLANE WAS BLOWN TOWARD THE LEFT SIDE OF THE RUNWAY. IN ORDER TO AVOID THE RUNWAY LIGHTS, HE INTENTIONALLY MANEUVERED THE AIRCRAFT OFF THE SIDE OF THE RUNWAY, INTO THE GRASS. WHEN HE FOUND THAT HE WOULD BE UNABLE TO STOP BEFORE CROSSING AN INTERSECTING RUNWAY, HE INITIATED A GO-AROUND. DURING THE LIFT-OFF, THE AIRCRAFT STRUCK AN INTERSECTION MARKER CONE. AFTER THE GO-AROUND AND AN UNEVENTFUL LANDING, THE PILOT FOUND A DEEP GASH IN THE BOTTOM OF THE AFT FUSELAGE.

File No. - 1114 7/18/82 FALLS CITY,NE A/C Reg. No. N8532N Time (Lcl) - 1630 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
3. GO-AROUND - PERFORMED - PILOT IN COMMAND
4. OBJECT - OBJECT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1135 7/04/82 LACONIA,NH A/C Reg. No. N63221 Time (Lcl) - 1715 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 315/010 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
LACONIA
Runway Ident - 26
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - UNK/NR
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

WHEN THE STUDENT PILOT WAS LANDING, THE AIRCRAFT VEERED LEFT AFTER TOUCHDOWN. IT CONTINUED DOWN AN EMBANKMENT, RAN INTO A SWAMP, AND WAS SUBSTANTIALLY DAMAGED.

File No. - 1135 7/04/82 LACONIA,NH A/C Reg. No. N63221 Time (Lcl) - 1715 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - DOWNHILL
5. TERRAIN CONDITION - WET
6. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1081 3/10/82 ANGEL FIRE,NM A/C Reg. No. N3417L Time (Lcl) - 1555 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA U-206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3362
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-F
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 260/014 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - 18000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
ALBUQUERQUE,NM

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
ANGEL FIRE
Runway Ident - 35
Runway Lth/Wid - 6700 -UNK/NR
Runway Surface - MACADAM
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	236	Last 24 Hrs -	0
Make/Model-	86	Last 30 Days-	UNK/NR
Instrument-	17	Last 90 Days-	46

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT WAS HIT BY A CROSSWIND GUST DURING THE TAKEOFF RUN. THE AIRCRAFT WENT OFF THE RIGHT SIDE OF THE RUNWAY AND COLLIDED WITH A SNOWBANK.

File No. - 1081 3/10/82 ANGEL FIRE,NM A/C Reg. No. N3417L Time (Lcl) - 1555 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
4. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1076 3/17/82 FARMINGTON,NM A/C Reg. No. N91317 Time (Lcl) - 1000 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2
Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP
ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 20.0 SM
Cloud Conditions(1st) - 11000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ALBUQUERQUE,NM
Destination
GRAND JUNCTION,CO

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND
Instrument Rating(s) - AIRPLANE

Age - 27
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	1641	Last 24 Hrs -	4
Make/Model-	124	Last 30 Days-	UNK/NR
Instrument-	76	Last 90 Days-	36
Multi-Eng -	48		

----Narrative----

THE AIRCRAFT LOST POWER DURING A CROSS COUNTRY FLIGHT. DURING THE SUBSEQUENT FORCED LANDING ON A DIRT ROAD THE AIRCRAFT COLLIDED WITH A DITCH AND NOSED OVER.

File No. - 1076 3/17/82 FARMINGTON,NM A/C Reg. No. N91317 Time (Lcl) - 1000 MST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)
1. MIXTURE CONTROL - BINDING(MECHANICAL)

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1054 4/08/82 SANTA FE,NM A/C Reg. No. N5870E Time (Lcl) - 1950 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - DUAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 225/007 KTS
Visibility - 0.0
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
LOS ALAMOS,NM
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 67
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	3422	Last 24 Hrs -	1
Make/Model-	100	Last 30 Days-	UNK/NR
Instrument-	9	Last 90 Days-	19

Instrument Rating(s) - NONE

----Narrative----

ONE BLADE OF THE PROPELLER FAILED IN CRUISE. POWER WAS REDUCED DUE TO VIBRATION AND A FORCED LANDING WAS MADE. DURING THE HARD LANDING ON UPSLOPE RANGELAND THE LANDING GEAR FAILED.

File No. - 1054 4/08/82 SANTA FE,NM A/C Reg. No. N5870E Time (Lcl) - 1950 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. PROPELLER SYSTEM/ACCESSORIES,BLADE - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - UPHILL

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1066 4/11/82 GALLUP,NM A/C Reg. No. N8408U Time (Lcl) - 0845 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2407
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/009 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
SENATOR CLARK
Runway Ident - 24
Runway Lth/Wid - 6300/ 100
Runway Surface - MACADAM
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	2239	Last 24 Hrs -	4
Make/Model-	23	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	25
		Rotorcraft -	1954

Instrument Rating(s) - NONE

----Narrative----

ON THE SECOND LANDING OF THE FLIGHT THE AIRCRAFT VEERED TO THE LEFT AND DEPARTED THE RUNWAY. THE AIRCRAFT NOSED OVER AFTER HITTING SOFT DIRT AND A DRAINAGE DITCH. THE PILOT STATED THAT THE AIRCRAFT SWERVED ON THE FIRST LANDING AND HE FELT THAT THE PASSENGER MAY HAVE HAD HIS FOOT ON THE LEFT RUDDER PEDAL. THE AIRCRAFT WAS BEING FLOWN FROM THE RIGHT SEAT WITH THE PASSENGER IN THE LEFT SEAT.

File No. - 1066 4/11/82 GALLUP,NM A/C Reg. No. N8408U Time (Lcl) - 0845 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
2. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
3. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1055 4/11/82 ALBUQUERQUE,NM A/C Reg. No. N62619 Time (Lcl) - 1425 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	3	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/012 KTS
Visibility - 80.0 SM
Cloud Conditions(1st) - 20000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
FARMINGTON,NM

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - 17
Runway Lth/Wid - 4200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 102
Make/Model- 13
Instrument- 5
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 2

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT WITH A FULL LOAD AT A HIGH DENSITY ALTITUDE (7800 FEET) FAILED TO CLIMB. UPON TURNING DOWNWIND AT LOW ALTITUDE THE AIRCRAFT APPEARED TO STALL AND COLLIDE WITH THE GROUND.

File No. - 1055 4/11/82 ALBUQUERQUE,NM A/C Reg. No. N62619 Time (Lcl) - 1425 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PERFORMANCE DATA - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1019 4/15/82 ALBUQUERQUE,NM A/C Reg. No. N8417Z Time (Lcl) - 2006 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	5
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 205
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-S
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 260/013 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary
Last Departure Point
BAKERSFIELD,CA
Destination
ALBUQUERQUE,NM

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - RADAR ADVISORIES
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
CORONADO
Runway Ident - 35
Runway Lth/Wid - 4200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Age - 36
Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)
PRIVATE
SE LAND
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR
Flight Time (Hours)
Total - 170
Make/Model- 13
Instrument- 0
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT THE LANDING WAS NORMAL AND THAT HE APPLIED LIGHT BRAKING FOR PASSENGER COMFORT WHILE KEEPING THE AIRCRAFT ON THE RUNWAY CENTERLINE AND LOOKING FOR THE RUNWAY END. HEAVY BRAKING WAS APPLIED WHEN THE RUNWAY END LIGHTS WERE OBSERVED. THE AIRCRAFT WENT OFF THE DEPARTURE END OF THE RUNWAY AND DOWN AN EMBANKMENT.

File No. - 1019 4/15/82 ALBUQUERQUE,NM A/C Reg. No. N8417Z Time (Lcl) - 2006 MST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - DOWNHILL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1163 4/26/82 ALBUQUERQUE,NM A/C Reg. No. N39669 Time (Lcl) - 1240 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - CHECK
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-44-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-E1A6D
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/005 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
CORONADO
Runway Ident - 17
Runway Lth/Wid - 4020/ 60
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	533	Last 24 Hrs -	5
Make/Model-	6	Last 30 Days-	0
Instrument-	49	Last 90 Days-	137
Multi-Eng -	20		

Instrument Rating(s) - NONE

----Narrative----

THE PURPOSE OF THE FLIGHT WAS FOR THE PILOT-IN-COMMAND TO TAKE HIS MULTI-ENGINE AIRPLANE CHECK RIDE. DURING THE TAKEOFF SEQUENCE, THE EXAMINER REDUCED POWER ON ONE ENGINE. THE PILOT DECIDED THERE WAS INSUFFICIENT RUNWAY REMAINING AND ABORTED THE TAKEOFF. THE AIRCRAFT CONTINUED OFF THE RUNWAY, CROSSED A ROAD, HIT A TREE, AND CAME TO REST IN A CEMETERY. THE AIRPORT ELEVATION WAS 5270 FT.

File No. - 1163 4/26/82 ALBUQUERQUE,NM A/C Reg. No. N39669 Time (Lcl) - 1240 MDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)
1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. UNSAFE/HAZARDOUS CONDITION - SIMULATED - CHECK PILOT
3. ABORT ABOVE V1 - PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
5. SUPERVISION - INADEQUATE - CHECK PILOT
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1190 5/25/82 FARMINGDALE,NY A/C Reg. No. N528R Time (Lcl) - 2046 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - BEECH B95
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 4000
No. of Seats - 5

Eng Make/Model - LYCOMING O-360-AIA
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 140/006 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
PROSPECTVILLE,PA
Destination
FARMINGDALE,NY

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - SPECIAL VFR
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
REPUBLIC
Runway Ident - 19
Runway Lth/Wid - 5516/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 61
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	1248	Last 24 Hrs -	1
Make/Model-	384	Last 30 Days-	UNK/NR
Instrument-	512	Last 90 Days-	5
Multi-Eng -	383		

Instrument Rating(s) - AIRPLANE

----Narrative----

AFTER BEING NEWLY PAINTED AT PROSPECTVILLE, PA, THE PLANE WAS BEING FLOWN TO FARMINGDALE, NY WHERE THE PILOT RECEIVED A SPECIAL VFR CLEARANCE. ACCORDING TO THE PILOT, THE GEAR WAS LOWERED ON THE DOWNWIND LEG FOR RUNWAY 19, BUT AN ABNORMAL NOISE WAS HEARD AND NO SAFE INDICATION WAS OBSERVED. HE STATED THAT AFTER CYCLING THE GEAR, NORMAL INDICATIONS WERE RECEIVED ON BOTH, THE LIGHTS AND THE MECHANICAL INDICATORS. AFTER TURNING TO FINAL APPROACH, A 360 DEGREE TURN WAS MADE TO LOSE ALTITUDE, THEN THE LANDING WAS CONTINUED. A WITNESS OBSERVED THE AIRCRAFT ON FINAL AND DURING LANDING WITH THE GEAR RETRACTED. INVESTIGATORS FOUND THE LANDING GEAR HANDLE IN THE DOWN POSITION, THE MECHANICAL INDICATOR IN THE UP POSITION, AND THE LANDING GEAR RELAY CIRCUIT BREAKER OUT. WHEN THE BATTERY WAS FIRST TURNED ON TO CHECK THE SYSTEM, AN ODOR FROM AN ELECTRICAL COMPONENT WAS NOTED AND THE RELAY BREAKER WAS PULLED. HOWEVER, AFTER THAT, BOTH THE EMERGENCY AND NORMAL GEAR SYSTEMS WERE CHECKED, NO DISCREPANCIES WERE FOUND.

File No. - 1190 5/25/82 FARMINGDALE,NY A/C Reg. No. N528R Time (Lcl) - 2046 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - HAZE
3. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - UNDETERMINED
4. ELECTRICAL SYSTEM,CIRCUIT BREAKER - POPPED/TRIPPED
5. GEAR EXTENSION - INITIATED - PILOT IN COMMAND
6. GEAR EXTENSION - INATTENTIVE - PILOT IN COMMAND
7. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1015 4/27/82 LANCASTER,OH A/C Reg. No. N6739B Time (Lcl) - 1910 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 2
Eng Make/Model - LYCOMING O-320-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 010/013 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 10000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
FAIRFIELD COUNTY
Runway Ident - 10
Runway Lth/Wid - 5000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Age - 56
Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)
PRIVATE
SE LAND
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR
Flight Time (Hours)
Total - 128
Make/Model- 100
Instrument- 2
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 28

Instrument Rating(s) - NONE

----Narrative----

THE PILOT WAS PRACTICING TAKEOFFS AND LANDINGS ON RUNWAY 10. ON THE SECOND LANDING THE AIRCRAFT BOUNCED AND DRIFTED. THE AIRCRAFT TOUCHED DOWN ON THE RUNWAY A SECOND TIME COLLAPSING THE NOSE GEAR. THE WIND WAS REPORTED AS 010 DEGREES AT 13 KTS. GUSTS TO 15 KTS.

File No. - 1015 4/27/82 LANCASTER,OH A/C Reg. No. N6739B Time (Lcl) - 1910 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
4. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1016 4/30/82 BATAVIA,OH A/C Reg. No. N91760 Time (Lcl) - 1614 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BENSON BM8
Landing Gear - SKI/WHEEL
Max Gross Wt - 450
No. of Seats - 1

Eng Make/Model - VOLKSWAGON
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 225/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
CLERMONT COUNTY
Runway Ident - 22
Runway Lth/Wid - 3711/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total -	147	Last 24 Hrs -	1
Make/Model-	1	Last 30 Days-	1
Instrument-	0	Last 90 Days-	1
		Rotorcraft -	25

Instrument Rating(s) - NONE

----Narrative----

THE PILOT, ON A LOCAL FLIGHT, WAS MAKING AN APPROACH UNDER VISUAL METEOROLOGICAL CONDITIONS TO RUNWAY 22. WHILE ON SHORT FINAL THE PILOT OBSERVED AN AIRCRAFT TAXI INTO TAKEOFF POSITION FOR RUNWAY 04. THIS IS AN UNCONTROLLED AIRPORT. THE PILOT STATED THAT AS HE NEARED TOUCHDOWN HE OBSERVED THE OTHER AIRCRAFT STILL MOVING ON THE RUNWAY. THE PILOT MADE A TURN TO THE LEFT AND ATTEMPTED A GO-AROUND BUT DUE TO INSUFFICIENT FORWARD AND ROTOR SPEED HAD TO LAND ON A DOWN SLOPING GRASSY AREA ADJACENT TO THE RUNWAY. DURING THE GROUND ROLL THE ROTOR BLADES STRUCK THE GROUND.

File No. - 1016 4/30/82 BATAVIA,OH A/C Reg. No. N91760 Time (Lcl) - 1614 EDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
1. PROCEDURES/DIRECTIVES - IMPROPER - PILOT OF OTHER AIRCRAFT
2. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND
3. MANEUVER - PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - DOWNHILL
5. ROTOR SYSTEM,MAIN ROTOR BLADE - OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1091 5/16/82 BELDEN,OH A/C Reg. No. N2732Z Time (Lcl) - 1200 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - DUAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage: DESTROYED
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	1	1	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - SCHWEIZER SGU 2 22E
Landing Gear - N/A
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 045/005 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 10000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
BELDEN
Runway Ident - 27
Runway Lth/Wid - 2650/ 200
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND,SE SEA,ME SEA
HELICOPTER
GLIDER
FREE BALLOON
Instrument Rating(s) - AIRPLANE

Age - 40
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	5184	Last 24 Hrs -	1
Make/Model-	53	Last 30 Days-	UNK/NR
Instrument-	2400	Last 90 Days-	1
Multi-Eng -	3900	Rotorcraft -	32

----Narrative----

DURING DUAL FLIGHT IN A GLIDER PRACTICING STALLS THE PILOT RECOVERED AT A LOW ALTITUDE AND COLLIDED WITH WIRES.

File No. - 1091 5/16/82 BELDEN,OH A/C Reg. No. N2732Z Time (Lcl) - 1200 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. PROPER ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
4. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1072 3/26/82 TULSA,OK A/C Reg. No. N8904W Time (Lcl) - 1422 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire -
NONE

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

----Aircraft Information----

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/007 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
KERRVILLE,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
TULSA INTERNATIONAL
Runway Ident - 17R
Runway Lth/Wid - 5498/ 150
Runway Surface - MACADAM
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	2681	Last 24 Hrs -	UNK/NR
Make/Model-	15	Last 30 Days-	UNK/NR
Instrument-	388	Last 90 Days-	60
Multi-Eng -	1803		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE AIRCRAFT EXPERIENCED A PARTIAL POWER LOSS DURING TAKEOFF AT AN ALTITUDE OF ABOUT 150 AGL. THE PILOT TURNED LEFT WITH THE INTENTION OF LANDING ON A PERPENDICULAR TAXIWAY. DURING THE TURN THE AIRCRAFT DEVELOPED A HIGH SINK-RATE AND STRUCK THE TAXIWAY IN A NOSE-DOWN, LEFT-WING-DOWN ATTITUDE. INVESTIGATION REVEALED THAT THE RIGHT MAIN TANK INLET TO THE FUEL SELECTOR VALVE WAS PARTIALLY BLOCKED WITH TANK SEALANT COMPOUND.

File No. - 1072 3/26/82 TULSA,OK A/C Reg. No. N8904W Time (Lcl) - 1422 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM,SELECTOR VALVE - BLOCKED(PARTIAL)
2. MODIFICATION - IMPROPER - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1068 3/27/82 AFTON,OK A/C Reg. No. N6413S Time (Lcl) - 1437 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - BEECH 95-B55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 6
Eng Make/Model - CONTINENTAL IO-470-L
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP
ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Cloud Conditions(1st) - 3800 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
DAYTON,OH
Destination
AFTON,OK

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
SHANGRI-LA
Runway Ident - 17
Runway Lth/Wid - 4000/ 60
Runway Surface - CONCRETE
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 68
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total	3695	Last 24 Hrs	7
Make/Model	755	Last 30 Days	UNK/NR
Instrument	UNK/NR	Last 90 Days	27
Multi-Eng	2345		

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING LANDING THE AIRCRAFT BOUNCED ON THE NOSE GEAR THREE TIMES BEFORE THE NOSE GEAR COLLAPSED. THE AIRCRAFT SLID 60 YARDS ON ITS NOSE AND STOPPED MIDWAY DOWN THE RUNWAY.

File No. - 1068 3/27/82 AFTON,OK A/C Reg. No. N6413S Time (Lcl) - 1437 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - DELAYED - PILOT IN COMMAND
2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
3. RECOVERY FROM BOUNCED LANDING - NOT USED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1070 3/28/82 NORMAN,OK A/C Reg. No. N2153T Time (Lcl) - 1915 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 325/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 10000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
KOUNTZ,TX
Destination
OKLAHOMA CITY,OK

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	122	Last 24 Hrs -	4
Make/Model-	18	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	23

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT'S ENGINE QUIT 15 MINUTES SHORT OF THE DESTINATION ON A CROSS COUNTRY FLIGHT. THE AIRCRAFT HAD 36 GALLONS OF FUEL ON DEPARTURE AT 1600 CST AND THE ACCIDENT OCCURRED AT 1915. A FORCED LANDING WAS MADE ON A STREET IN NORMAN, OKLAHOMA.

File No. - 1070 3/28/82 NORMAN,OK A/C Reg. No. N2153T Time (Lcl) - 1915 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FUEL CONSUMPTION CALCULATIONS - DISREGARDED - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1187 5/23/82 SAND SPRINGS,OK A/C Reg. No. N99129 Time (Lcl) - 1245 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - ERCO 415-C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1420
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
EAGLES NEST
Runway Ident - 17
Runway Lth/Wid - 3000/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 700
Make/Model- 110
Instrument- 14

Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT ON HIS SECOND APPROACH FOR A TOUCH AND GO LANDING, THE AIRCRAFT WAS A LITTLE HIGH ON FINAL. HE REDUCED POWER TO COMPLETE A SHORT FIELD LANDING ON THE SOD STRIP. THE AIRCRAFT LANDED MODERATELY HARD IN A FLAT ATTITUDE AND THE NOSE GEAR AXLE SHEARED OFF. THE NOSE GEAR THEN DUG INTO THE GROUND AND THE AIRCRAFT NOSED OVER.

File No. - 1187 5/23/82 SAND SPRINGS,OK A/C Reg. No. N99129 Time (Lcl) - 1245 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. LANDING GEAR,AXLE - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1189 5/24/82 ADA,OK A/C Reg. No. N90763 Time (Lcl) - 1220 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - CHECK
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

	Fatal	Injuries: Serious	Minor	None
Crew	0	0	1	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - ROBINSON R22
Landing Gear - SKID
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/012 KTS
Visibility - 4.0 SM
Cloud Conditions(1st) - 700 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- UNK/NR
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
ADA MUNICIPAL
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 22
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	2964	Last 24 Hrs -	2
Make/Model-	54	Last 30 Days-	UNK/NR
Instrument-	73	Last 90 Days-	211
Multi-Eng -	116	Rotorcraft -	54

Instrument Rating(s) - AIRPLANE

----Narrative----

THIS WAS A COMMERCIAL CERTIFICATION CHECK FLIGHT FOR THE PILOT-IN-COMMAND. AFTER COMPLETING NORMAL HOVERING MANEUVERS, THE EXAMINER INSTRUCTED THE PILOT TO EXECUTE A HOVERING AUTOROTATION OVER A LEVEL AREA OF GRASS. THE PILOT ROLLED THE THROTTLE OFF ON A COUNT OF THREE. HE CORRECTED FOR TORQUE BY APPLYING RIGHT PEDAL, BUT DID NOT CORRECT FOR TRANSLATING TENDENCY WITH RIGHT CYCLIC. THE AIRCRAFT TOUCHED DOWN IN A LEFT-SKID-LOW ATTITUDE WHILE DRIFTING LEFT. THE LEFT SKID DUG INTO WET SOFT TERRAIN AND THE AIRCRAFT ROLLED TO THE LEFT. THE MAIN ROTOR BLADES STRUCK THE GROUND AND THE LEFT SKID FAILED. THE EXAMINER STATED THAT HE DID NOT HAVE TIME TO REACT TO THE PILOT'S TECHNIQUE.

File No. - 1189 5/24/82 ADA,OK A/C Reg. No. N90763 Time (Lcl) - 1220 CDT

Occurrence ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. AUTOROTATION - INTENTIONAL - PILOT IN COMMAND
2. CYCLIC - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1058 4/06/82 SILETZ,OR A/C Reg. No. N47246 Time (Lcl) - 0945 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -EXTERNAL LOAD
Flight Conducted Under -14 CFR 133
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - SIKORSKY S-58J
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 13000
No. of Seats - 2

Eng Make/Model - P&W PT6 T-3
Number Engines - 2
Engine Type - TURBOSHAFT
Rated Power - 1800 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 045/015 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 5000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND
HELICOPTER

Instrument Rating(s) - AIRPLANE

Age - 35
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - S-58J

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	8521	Last 24 Hrs	0
Make/Model	2016	Last 30 Days	111
Instrument	UNK/NR	Last 90 Days	250
Multi-Eng	720	Rotorcraft	7800

----Narrative----

AFTER LIFT-OFF WITH A 3000 POUND EXTERNAL SLING LOAD, A "POP" WAS HEARD FOLLOWED BY LOW-LEVEL VIBRATION. ROTOR RPM DECAYED AND AN AUTOROTATION WAS EFFECTED TO A FORCED LANDING IN A REVINE. POSTCRASH INSPECTION REVEALED A FAILURE OF THE ENGINE DRIVE "SHORT SHAFT".

File No. - 1058 4/06/82 SILETZ,OR A/C Reg. No. N47246 Time (Lcl) - 0945 PST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. ACCESSORY DRIVE ASSY,DRIVE SHAFT - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1139 7/10/82 CORVALLIS,OR A/C Reg. No. N81382 Time (Lcl) - 1710 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - GRUMANN AA-5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/010 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
REDMOND,OR
Destination
CORVALLIS,OR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
PRIVATE
Runway Ident - 18
Runway Lth/Wid - 1300 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY
HIGH VEGETATION

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)

Total -	598	Last 24 Hrs -	2
Make/Model-	12	Last 30 Days-	UNK/NR
Instrument-	8	Last 90 Days-	12

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT CONTACTED THE SURFACE WHILE THE PILOT WAS MAKING A LOW PASS OVER THE PRIVATE AIRPORT. FRESH CUT HAY WAS WINDROWED AT THE EDGE OF THE STRIP. THE HAY CAUGHT ON THE LANDING GEAR AND BLEW UP INTO THE ELEVATORS AND THE AIRCRAFT WAS DAMAGED WHEN IT TOUCHED DOWN IN THE HAY FIELD. THERE WAS A QUARTERING CROSSWIND AT 10 KTS AND THE PILOT REPORTED GUSTS TO 15 KTS.

File No. - 1139 7/10/82 CORVALLIS,OR A/C Reg. No. N81382 Time (Lcl) - 1710 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. WEATHER CONDITION -
2. WEATHER CONDITION - CROSSWIND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. OBJECT - OBJECT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1170 7/10/82 SUNRIVER,OR A/C Reg. No. N888N Time (Lcl) - 1310 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 340
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5990
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-K
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - SELF
Basic Weather - VMC
Wind Dir/Speed- 290/015 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - 5000 FT
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAN DIEGO,CA
Destination
SUNRIVER,OR

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - SPECIAL VFR
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
SUNRIVER
Runway Ident - 36
Runway Lth/Wid - 9500 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 48
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - 340

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	2031	Last 24 Hrs -	6
Make/Model-	380	Last 30 Days-	UNK/NR
Instrument-	117	Last 90 Days-	42
Multi-Eng -	380		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT REPORTED THAT HE LANDED 10 KTS FAST TO COMPENSATE FOR A 15 KT CROSSWIND. HE REPORTED THAT DURING THE LANDING ROLL, THE RIGHT BRAKE FELT LIKE IT WAS NOT WORKING. RATHER THAN GOING OFF THE END OF THE RUNWAY, HE APPLIED HEAVY LEFT BRAKE AND STEERED THE AIRCRAFT ONTO THE GRASS MEDIAN BESIDE THE RUNWAY. BEFORE COMING TO A STOP, THE AIRCRAFT ENTERED A PERPENDICULAR TAXIWAY ADJOINING THE END OF THE RUNWAY. AT THAT TIME, THE NOSE GEAR COLLAPSED AS THE NOSE WHEEL CONTACTED THE LIP ON THE EDGE OF THE TAXIWAY. AN INVESTIGATION VERIFIED THAT THE RIGHT BRAKE, MASTER CYLINDER HAD FAILED. THE DENSITY ALTITUDE WAS ABOUT 5500 FT.

File No. - 1170 7/10/82 SUNRIVER,OR A/C Reg. No. N888N Time (Lcl) - 1310 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
6. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1034 7/12/82 EUGENE,OR A/C Reg. No. N3171M Time (Lcl) - 2148 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 3

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/003 KTS
Visibility - 12.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
TOKETEE,OR
Destination
EUGENE,OR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flown - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data
MAHLON SWEET
Runway Ident - 21
Runway Lth/Wid - 5229/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 47
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	541	Last 24 Hrs -	2
Make/Model-	46	Last 30 Days-	4
Instrument-	155	Last 90 Days-	10
Multi-Eng -	20		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT WAS HIGH AND FAST ON APPROACH AND BOUNCED ON THE FIRST TOUCHDOWN. ON THE SECOND TOUCHDOWN THE AIRCRAFT SWERVED AND THE LEFT MAIN LANDING GEAR COLLAPSED.

File No. - 1034 7/12/82 EUGENE,OR A/C Reg. No. N3171M Time (Lcl) - 2148 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
5. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1022 7/16/82 TOKETEE,OR A/C Reg. No. N9692U Time (Lcl) - 1515 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - GRUMMAN AA-5A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 315/008 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
ROSEBURG,OR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
TOKETEE (USFS)
Runway Ident - N/A
Runway Lth/Wid - 6000/ 130
Runway Surface - DIRT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 56
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - AA-5A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	1000	Last 24 Hrs -	4
Make/Model-	700	Last 30 Days-	20
Instrument-	120	Last 90 Days-	60

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT CALCULATED THE WEIGHT OF HIS AIRCRAFT TO BE 90 POUNDS BELOW THE MAXIMUM GROSS WEIGHT. THE AIRPORT DENSITY ALTITUDE WAS CALCULATED TO BE APPROXIMATELY 5000 FEET. THE PILOT STATED THAT AFTER TAKEOFF THE AIRCRAFT ACHIEVED AN ALTITUDE OF 50 TO 100 FEET AGL AT BEST. THE SURROUNDING TERRAIN EXCEEDED THE CLIMB RATE OF THE AIRCRAFT AND A FORCED LANDING WAS EXECUTED IN AN AREA OF SMALL TREES AND SCRUB GROWTH. THE AIRCRAFT NOSED OVER DURING THE GROUND SLIDE. A POST CRASH FIRE DESTROYED THE AIRCRAFT AND APPROXIMATELY ONE ACRE OF TREES.

File No. - 1022 7/16/82 TOKETEE,OR A/C Reg. No. N9692U Time (Lcl) - 1515 PDT

Occurrence #1 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - RISING
3. WEATHER CONDITION - OBSCURATION
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. OBJECT - TREE(S)

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1026 7/18/82 PORTLAND,OR A/C Reg. No. N2146Y Time (Lcl) - 1640 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Injuries Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/007 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SEATTLE,WA
Destination
BREMERTON,WA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 22
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - PA-38

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	124	Last 24 Hrs -	4
Make/Model-	7	Last 30 Days-	17
Instrument-	4	Last 90 Days-	45

Instrument Rating(s) - NONE

----Narrative----

THE PILOT, ENROLLED IN A COURSE FOR A COMMERCIAL PILOT CERTIFICATE, WAS SCHEDULED FOR A SOLO FLIGHT FROM SEATTLE TO BREMERTON, WASHINGTON AND RETURN. HE DEPARTED AT ABOUT 1300 PDT. AT ABOUT 1635 PDT, RESIDENTS NEAR THE CRASH SITE REPORTED THAT THEY SAW AND HEARD A LOW FLYING AIRCRAFT CIRCLE THE AREA SEVERAL TIMES, THEN CRASH. ONE WITNESS REPORTED THE ENGINE WAS SPUTTERING AS THE PLANE PASSED OVER HIS HOUSE. THE PLANE CRASHED IN A WOODED AREA. THE LEFT WING WAS TORN FROM THE FUSELAGE, BUT A WITNESS REPORTED FUEL LEAKING FROM THE LEFT TANK. AN INVESTIGATION REVEALED THAT THE FUEL SELECTOR WAS POSITIONED TO THE RIGHT TANK AND THE PLANE HAD FLOWN 3 TO 5 HRS. BASED ON THE FLIGHT MANUAL, THE PLANE WOULD HAVE USED 21 TO 31 GALLONS OF FUEL. THE CAPACITY OF EACH TANK WAS 24 USABLE GALLONS. A TOXICOLOGICAL TEST OF THE PILOT'S BLOOD REVEALED AN ALCOHOL LEVEL OF .303%. THE POLICE AND MEDICAL PERSONNEL STATED THAT THE PILOT'S SEAT BELT WAS NOT FASTENED WHEN THEY ARRIVED AT THE CRASH SITE.

File No. - 1026 7/18/82 PORTLAND,OR A/C Reg. No. N2146Y Time (Lcl) - 1640 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)
1. FLUID,FUEL - STARVATION
2. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. SEAT BELT - NOT USED - PILOT IN COMMAND
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1184 7/20/82 CRESWELL,OR A/C Reg. No. N8694F Time (Lcl) - 1330 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - HUGHES 369D
Landing Gear - SKID
Max Gross Wt - 3000
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 375 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/008 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
MAZAMA NEWPORT
Runway Ident - 20
Runway Lth/Wid - 50/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
HELICOPTER

Instrument Rating(s) - NONE

Age - 40
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3938	
Make/Model	-	3938	
Instrument	-	0	
Last 24 Hrs	-		3
Last 30 Days	-		UNK/NR
Last 90 Days	-		84
Rotorcraft	-		3938

----Narrative----

THE PILOT WAS PRACTICING HOVERING AUTOROTATIONS AND QUICK STOPS. HE STATED THAT AFTER ABOUT SIX GOOD QUICK STOPS, HE MADE A TAIL LOW LANDING AND THE MAIN ROTOR BLADES FLEXED INTO THE TAIL BOOM.

File No. - 1184 7/20/82 CRESWELL,OR A/C Reg. No. N8694F Time (Lcl) - 1330 PDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. AUTOROTATION - PERFORMED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1164 4/29/82 LANCASTER,PA A/C Reg. No. N3DY Time (Lcl) - 1848 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CHRISTIAN EAGLE II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-360-AID
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/004 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
LANCASTER
Runway Ident - 31
Runway Lth/Wid - 250/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	1072	Last 24 Hrs -	0
Make/Model-	41	Last 30 Days-	UNK/NR
Instrument-	129	Last 90 Days-	14
Multi-Eng -	1		

Instrument Rating(s) - AIRPLANE

----Narrative----

AFTER TAKING OFF FROM RUNWAY 31, THE PILOT PROCEEDED TO AN AREA WHERE HE PERFORMED INVERTED FLIGHT IN AN ATTEMPT TO FIND A DIME THAT MAY HAVE BEEN DROPPED IN THE COCKPIT. DURING HIS DEPARTURE AND ARRIVAL, HE AND A TOWER CONTROLLER DISCUSSED AND JOKED ABOUT LOOKING FOR THE LOST DIME. THE PILOT WAS CLEARED TO LAND ON RUNWAY 26. WHILE ROLLING OUT, THE TOWER CONTROLLER KIDDED THE PILOT BY SAYING SOMETHING TO THE EFFECT THAT THERE WAS SOMETHING SILVER SKIPPING IN FRONT OF THE PLANE, THEN COMMENTED ABOUT GOOD VISION. THE PILOT RESPONDED, AND LATER, HE REPORTED THAT HE DID NOT HEAR THE TOWER CAUTION HIM OF EQUIPMENT ON THE TAXIWAY. THE EQUIPMENT WAS ON THE EDGE OF THE TAXIWAY BETWEEN RUNWAYS 26 AND 31. WHILE TAXIING, THE PILOT'S FORWARD VISION WAS OBSTRUCTED BY THE AIRCRAFT'S NOSE WHICH REQUIRED S-TURNS FOR CLEARING. GROUND CONTROL CLEARED THE PILOT TO CROSS RUNWAY 31, BUT INSTRUCTED HIM NOT TO DELAY SINCE THERE WAS TRAFFIC. THE PILOT ELECTED TO TAXI WITHOUT S-TURNS AND THE PLANES RIGHT WING HIT THE EQUIPMENT.

File No. - 1164 4/29/82 LANCASTER,PA A/C Reg. No. N3DY Time (Lcl) - 1848 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. INSTRUCTIONS,WRITTEN/VERBAL - IMPROPER - ATC PSNL(LCL/GND/CLNC)
2. INTERPRETATION OF INSTRUCTIONS - IMPROPER - PILOT IN COMMAND
3. OBJECT - VEHICLE
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1129 6/03/82 ARECIBO,PR A/C Reg. No. N2575Q Time (Lcl) - 0745 AST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 182K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/005 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 2000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAN JUAN,PR
Destination
AGUADILLA,PR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 0
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - CESSNA

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	160	Last 24 Hrs -	1
Make/Model-	120	Last 30 Days-	10
Instrument-	3	Last 90 Days-	34

Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT HE HAD 8 GALLONS OF FUEL ON BOARD BEFORE TAKEOFF. AT 0700, HE DEPARTED ON A FLIGHT FROM SAN JUAN TO AGUADILLA, PR WITH AN INTERMEDIATE STOP AT ARECIBO, PR FOR REFUELING. AT ABOUT 0725, THE AIRCRAFT RAN OUT OF FUEL, ABOUT 3 MILES FROM ARECIBO. A FORCED LANDING WAS MADE ON A DIRT ROAD; HOWEVER, DURING THE LANDING ROLL, THE AIRCRAFT COLLIDED WITH TREES. NORMAL FUEL CONSUMPTION AT 65% WAS ABOUT 12 GALLONS PER HOUR. AN ADDITIONAL AMOUNT MUST BE ADDED FOR TAXI, TAKEOFF, AND CLIMB.

File No. - 1129 6/03/82 ARECIBO,PR A/C Reg. No. N2575Q Time (Lcl) - 0745 AST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1051 3/02/82 SMITHFIELD,RI A/C Reg. No. N1837R Time (Lcl) - 1300 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 182RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
HARRISBURG,PA
Destination
PAWTUCKET,RI

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
NORTH CENTRAL
Runway Ident - 33
Runway Lth/Wid - 3200/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	920	Last 24 Hrs -	6
Make/Model-	40	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	32

Instrument Rating(s) - NONE

----Narrative----

ACCORDING TO THE PILOT, WHILE ON FINAL APPROACH TO RUNWAY 33, A SEVERE DOWNDRAFT WAS EXPERIENCED AND HE WAS UNABLE TO RECOVER. HE LANDED SHORT OF THE RUNWAY ON FIRM GRASS, BOUNCED AND CAME TO REST A SHORT DISTANCE FROM THE DOWNWIND END OF THE RUNWAY. SUBSTANTIAL DAMAGE OCCURRED TO THE NOSE GEAR, PROPELLER, AND FIREWALL.

File No. - 1051 3/02/82 SMITHFIELD,RI A/C Reg. No. N1837R Time (Lcl) - 1300 EST

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - TURBULENCE
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1050 2/28/82 BRADLEY,SC A/C Reg. No. N38540 Time (Lcl) - 1445 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage: DESTROYED
Fire: NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-E4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/012 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 1500 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
KISSIMMEE,FL
Destination
LIBERTY,NC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	134	Last 24 Hrs -	UNK/NR
Make/Model-	1	Last 30 Days-	1
Instrument-	1	Last 90 Days-	4

Instrument Rating(s) - NONE

----Narrative----

BEFORE TAKEOFF, THE PILOT TELEPHONED HIS BROTHER IN NORTH CAROLINA AND ASKED ABOUT THE WEATHER. HE WAS TOLD THAT THERE WAS AN OVERCAST. THE PILOT REPLIED THAT HE WOULD "COME ON AND SKIRT THE MOUNTAINS." NO FLIGHT PLAN WAS FILED AND THERE WAS NO FAA RECORD OF A WEATHER BRIEFING. THE AIRCRAFT CRASHED ABOUT 130 MILES WEST OF A STRAIGHT LINE BETWEEN THE DEPARTURE POINT AND THE DESTINATION. TWO KNOWN WITNESSES HEARD THE AIRCRAFT BEFORE IT CRASHED. ONE DESCRIBED THE ENGINE SOUND AS INCREASING IN PITCH AND THEN DYING. HE DESCRIBED THE SOUND AS SIMILAR TO A MODEL AIRCRAFT FLYING IN A CIRCLE. THE OTHER WITNESS REPORTED THAT THE ENGINE STOPPED AND STARTED THREE TIMES. HE ALSO ESTIMATED THE CEILING AS VERY LOW AND THE VISIBILITY AS VERY POOR. AN EXAMINATION OF THE CRASH SITE REVEALED THAT THE RIGHT WING TIP HAD SEPARATED AND HAD COME TO REST AT A DISTANCE FROM THE MAIN WRECKAGE. THE LOWER WING SKIN FAILED IN TENSION AND THE TOP SKIN WAS TORN AND DEFORMED UPWARD. THE PROPELLER HAD SEPARATED AND WAS CURLED & BENT.

File No. - 1050 2/28/82 BRADLEY,SC A/C Reg. No. N38540 Time (Lcl) - 1445 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation UNKNOWN

Finding(s)
1. WEATHER CONDITION - CLOUDS
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Finding(s)
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. IMPROPER DECISION,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)
7. WING - OVERLOAD
8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
10. WING - SEPARATION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
11. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6,8

Factor(s) relating to this accident is/are finding(s) 1,2,5,7,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1151 7/02/82 OSWEGO,SC A/C Reg. No. N73871 Time (Lcl) - 1725 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -AERIAL SURVEY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BELL-CONT 42G EL TOMCAT-MK5A
Landing Gear - SKID
Max Gross Wt - 2350
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435 AIF
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE-UNK/NR
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
DALZELL,SC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
FARM FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND
HELICOPTER

Age - 51
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	7918	Last 24 Hrs -	5
Make/Model-	1334	Last 30 Days-	UNK/NR
Instrument-	616	Last 90 Days-	93
Multi-Eng -	3306	Rotorcraft -	1334

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PURPOSE OF THE FLIGHT WAS TO STUDY COTTON FIELDS THAT THE PILOT HAD BEEN ASSIGNED TO SPRAY IN THE NEAR FUTURE. HE STATED THAT DURING A LANDING APPROACH ON A FARM FIELD ROAD, A WASP LANDED ON HIS LEFT ARM AND STARTED STINGING. THE PILOT ALLOWED THE ROTOR RPM TO DROP, AN EXCESSIVE SINK RATE DEVELOPED, AND THE HELICOPTER LANDED HARD.

File No. - 1151 7/02/82 OSWEGO,SC A/C Reg. No. N73871 Time (Lcl) - 1725 EST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT(OTHER ORGANIC PROBLEM) - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1083 7/05/82 GREENVILLE,SC A/C Reg. No. N2236H Time (Lcl) - 0815 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2
Other	0	0	0	0

----Aircraft Information----

Make/Model - BALLON WORKS FIREFLY 7
Landing Gear - N/A
Max Gross Wt - 900
No. of Seats - 3

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/008 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
DONALDSON CENTER
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL

FREE BALLOON
Instrument Rating(s) - NONE

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate -

Flight Time (Hours)

Total -	300	Last 24 Hrs -	UNK/NR
Make/Model-	250	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

----Narrative----

THE BALLON WITH THREE PERSONS ON BOARD DROPPED TOO LOW IN A TARGET HITTING CONTEST. THE PILOT THEN DECIDED HE COULD NOT CLIMB ABOVE WIRES SO HE VENTED THE BALLOON IN AN ATTEMPT TO LAND SHORT. THE BAG CONTACTED THE WIRES AND BURNED. THE PILOT STATED HE ENCOUNTERED A WIND SHEAR.

File No. - 1083 7/05/82 GREENVILLE,SC A/C Reg. No. N2236H Time (Lcl) - 0815 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1095 5/31/82 MURDO,SD A/C Reg. No. N10247 Time (Lcl) - 2030 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -CROP CONTROL RELATED FLIGHT
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - GRUMMAN G-164
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3725
No. of Seats - 1

Eng Make/Model - P&W R-985
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/001 KTS
Visibility - 25.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
MURDO
Runway Ident - 32
Runway Lth/Wid - 3400 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Instrument Rating(s) - AIRPLANE

Age - 31
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	1900	Last 24 Hrs	10
Make/Model	960	Last 30 Days	UNK/NR
Instrument	80	Last 90 Days	100
Multi-Eng	UNK/NR		

----Narrative----

DURING A SPRAYING OPERATION THE LANDING GEAR COLLIDED WITH A DIRT BANK. THE PILOT RETURNED TO THE AIRPORT AND DURING LANDING THE RIGHT WING CONTACTED THE RUNWAY BECAUSE OF A MISSING RIGHT LANDING GEAR. THE AIRCRAFT GROUND LOOPED AND NOSED OVER.

File No. - 1095 5/31/82 MURDO,SD A/C Reg. No. N10247 Time (Lcl) - 2030 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. TERRAIN CONDITION - DIRT BANK
2. CLEARANCE - IMPROPER - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)
3. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1067 10/01/82 WOLSEY,SD A/C Reg. No. N6553C Time (Lcl) - 1430 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 030/003 KTS
Visibility - 3.0 SM
Cloud Conditions(1st) - 100 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
RAPID CITY,SD
Destination
HURON,SD

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Approach Flown - ILS - COMPLETE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - 12
Runway Lth/Wid - 7200/ 150
Runway Surface - CONCRETE
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Instrument Rating(s) - AIRPLANE

Age - 33
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total -	432	Last 24 Hrs -	2
Make/Model-	430	Last 30 Days-	25
Instrument-	64	Last 90 Days-	91

----Narrative----

THE PILOT HAD BEEN ISSUED AN INSTRUMENT RATING ON 8/6/82 AND HAD LOGGED 5.6 HRS SINCE THAT TIME. THE PILOT'S INSTRUCTOR BELIEVED THIS WOULD HAVE BEEN HIS FIRST LOW APPROACH IN ACTUAL INSTRUMENT CONDITIONS SINCE HE COMPLETED HIS CHECK FLIGHT. A WITNESS STATED THAT BEFORE TAKEOFF, THE PILOT APPEARED NERVOUS ABOUT HIS DEPARTURE AND IT APPEARED THAT HE NEEDED TO GET SOMEWHERE DESPITE THE WEATHER. AFTER RECEIVING A WEATHER BRIEFING, HE DEPARTED ON AN IFR FLIGHT PLAN WITH KNOWN RAIN, FOG AND LOW CEILINGS AT THE DESTINATION. DURING ARRIVAL THE PILOT WAS CLEARED FOR AN ILS APPROACH TO RUNWAY 12. AT ABOUT THE POSITION THAT HE WOULD BE INTERCEPTING A VOR ARC TO TRANSITION TO THE ILS, RADIO AND RADAR CONTACT WERE LOST. LATER THE AIRCRAFT WAS FOUND WHERE IT WOULD HAVE INTERCEPTED THE ARC IN A LEFT TURN. AT THAT POINT, IT HAD IMPACTED THE GROUND IN A NOSE LOW, LEFT WING LOW ATTITUDE. AN EXAMINATION OF THE ENGINE AND FLIGHT CONTROLS REVEALED NO EVIDENCE OF MECHANICAL MALFUNCTION OR FAILURE PRIOR TO GROUND IMPACT.

File No. - 1067 10/01/82 WOLSEY,SD A/C Reg. No. N6553C Time (Lcl) - 1430 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)
1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - LOW CEILING
4. PROPER ALTITUDE - NOT OBTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,ANXIETY/APPRENHENSION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1047 5/29/82 BLOUNTVILLE,TN A/C Reg. No. N10065 Time (Lcl) - 1825 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2
Other	0	0	0	0

----Aircraft Information----

Make/Model - BELL 47D1
Landing Gear - SKID
Max Gross Wt - 2850
No. of Seats - 3

Eng Make/Model - FRANKLIN 6V-335A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 210 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/007 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
TRI-CITIES,TN
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
TRI CITIES
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Instrument Rating(s) - NONE

Age - 34
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	2586	Last 24 Hrs -	4
Make/Model-	86	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	136
		Rotorcraft -	86

----Narrative----

THE AIRCRAFT LOST POWER AT 100 FEET ABOVE GROUND LEVEL. AN AUTOROTATION WAS ATTEMPTED TO A HIGHWAY. THE HARD LANDING RESULTED IN THE MAIN ROTOR SEVERING THE TAIL.

File No. - 1047 5/29/82 BLOUNTVILLE,TN A/C Reg. No. N10065 Time (Lcl) - 1825 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. ALTITUDE - IMPROPER - PILOT IN COMMAND
3. AUTOROTATION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. ROTOR SYSTEM,MAIN ROTOR BLADE - BENT
5. MISC ROTORCRAFT,TAIL BOOM - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1150 6/02/82 HOHENWALD,TN A/C Reg. No. N1298T Time (Lcl) - 1520 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-CIC
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 095 -UNK/NR
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LAFAYETTE,TN
Destination
LAWRENCEBURG,TN

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
BAKER
Runway Ident - 02
Runway Lth/Wid - 3000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	286	Last 24 Hrs -	2
Make/Model-	63	Last 30 Days-	UNK/NR
Instrument-	6	Last 90 Days-	43

Instrument Rating(s) - NONE

----Narrative----

ORIGINALLY, THE PILOT DEPARTED ON A FLIGHT FROM OLIVE BRANCH, MS TO LAWRENCEBURG, TN. WHILE EN ROUTE, HE BECAME DISORIENTED AND LANDED AT LAFAYETTE, TN. FROM THERE HE PROCEEDED TO LAWRENCEBURG VIA LEBANON, TN. AFTER DEPARTING LEBANON, HE BECAME DISORIENTED AGAIN. REPORTEDLY, HE GOT OFF COURSE WHEN HIS RIGHT FUEL TANK WOULD NOT FEED PROPERLY. HE BECAME CONCERNED THAT HE MIGHT RUN OUT OF FUEL BEFORE LOCATING HIS POSITION; THEREFORE, WHEN HE SAW THE AIRPORT AT HOHENWALD HE DECIDED TO LAND. HIS FIRST APPROACH WAS WITH A CROSSWIND OVER TALL TREES TO RUNWAY 02. HE WAS TOO HIGH AND FAST, SO HE WENT AROUND TO LAND ON RUNWAY 20, WHICH HAD A 3% DOWNHILL GRADIENT AND WIRES NEAR THE APPROACH END. THE PILOT STATED THAT HE LANDED ABOUT 1700 TO 1800 FT DOWN THE 3000 FT RUNWAY. DURING THE LANDING SEQUENCE, THE NOSE GEAR COLLAPSED, ABOUT 2200 FT FROM THE APPROACH END, AND THE PLANE CONTINUED OFF THE RUNWAY. INVESTIGATION REVEALED THE LEFT MAIN GEAR HAD PENETRATED UPWARDS THROUGH THE LEFT WING DURING LANDING.

File No. - 1150 6/02/82 HOHENWALD,TN A/C Reg. No. N1298T Time (Lcl) - 1520 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. WEATHER CONDITION - CROSSWIND
5. TERRAIN CONDITION - DOWNHILL
6. LEVEL OFF - IMPROPER - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
8. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
9. DISTANCE - MISJUDGED - PILOT IN COMMAND
10. AIRSPEED - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,9,10

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1041 7/31/82 ARLINGTON,TN A/C Reg. No. N5600M Time (Lcl) - 1800 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	1	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - VARGA 2180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1817
No. of Seats - 2

Eng Make/Model - LYCOMING O-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 7.0 SM
Cloud Conditions(1st) - 4500 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ONEIDA,TN
Destination
ARLINGTON,TN

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
WILDER'S STRIP
Runway Ident - 18
Runway Lth/Wid - 3000-N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	212	Last 24 Hrs -	9
Make/Model-	29	Last 30 Days-	UNK/NR
Instrument-	12	Last 90 Days-	29

Instrument Rating(s) - NONE

----Narrative----

THE PILOT MADE A PRECAUTIONARY LANDING DURING A CROSS COUNTRY FLIGHT DUE TO LOW FUEL. AFTER DECIDING HE HAD ENOUGH FUEL TO CONTINUE, THE PILOT ELECTED TO TAKEOFF. DURING THE INITIAL CLIMB THE ENGINE QUIT. AN EMERGENCY LANDING WAS MADE IN A COTTON FIELD.

File No. - 1041 7/31/82 ARLINGTON,TN A/C Reg. No. N5600M Time (Lcl) - 1800 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1025 2/01/82 PAMPA,TX A/C Reg. No. N58947 Time (Lcl) - UNK/NR

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage: DESTROYED
Fire: NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4
Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 HP
ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 200/017 KTS
Visibility - .500 SM
Cloud Conditions(1st) - 100 FT INDEFINITE
Cloud Conditions(2nd) - UNK/NR INDEFINITE
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - NIGHT (DARK)

Itinerary
Last Departure Point
ENID,OK
Destination
PAMPA,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	206	Last 24 Hrs -	UNK/NR
Make/Model-	2	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

----Narrative----

N58947 WAS PURCHASED BY THE PILOT THE DAY OF THE ACCIDENT. ACCORDING TO A FLIGHT INSTRUCTOR WHO SOLD THE AIRCRAFT, THE PILOT RECEIVED DUAL INSTRUCTION FOR A CHECKOUT IN THE AIRCRAFT AND CURRENCY FOR NIGHT FLIGHT. ACCORDING TO WITNESSES, THE PILOT DID NOT RECEIVE A WEATHER BRIEFING PRIOR TO DEPARTING ENID, NOR WAS THERE COMMUNICATIONS EN ROUTE FOR WEATHER INFORMATION. THE WEATHER REPORTED AT PAMPA AT THE APPROXIMATE TIME OF THE ACCIDENT WAS: INDEFINITE CEILING 200 FT OBSCURED, VISIBILITY TWO MILES, LIGHT SNOW. THE WEATHER CONDITIONS PROGRESSIVELY DETERIORATED THROUGHOUT THE EVENING. THE INVESTIGATION REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE PRIOR TO IMPACT.

File No. - 1025 2/01/82 PAMPA,TX A/C Reg. No. N58947 Time (Lcl) - UNK/NR

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG
7. WEATHER CONDITION - SNOW
8. LIGHT CONDITION - DARK NIGHT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
9. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
10. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1077 3/12/82 BOERNE,TX A/C Reg. No. N3514F Time (Lcl) - 1810 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 182J
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/021 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
WACO,TX
Destination
BOERNE,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - 21
Runway Lth/Wid - 2000/ 70
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 59
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	2500	Last 24 Hrs -	2
Make/Model-	2500	Last 30 Days-	UNK/NR
Instrument-	650	Last 90 Days-	35

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT ATTEMPTED A LANDING ON A ROUGH GRASS STRIP BETWEEN TWO HILLS. GROUND TURBULENCE WAS ENCOUNTERED AND THE AIRCRAFT STALLED. THE AIRCRAFT BOUNCED AND WHEN THE PILOT ATTEMPTED A POWER RECOVERY HE COLLIDED WITH A FENCE.

File No. - 1077 3/12/82 BOERNE,TX A/C Reg. No. N3514F Time (Lcl) - 1810 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - TURBULENCE
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
5. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1053 3/12/82 LUBBOCK,TX A/C Reg. No. N4193Y Time (Lcl) - 1443 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BELLANCA 7ECA
Landing Gear - TAILWHEEL-ALL RETRACT
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/024 KTS
Visibility - 4.0 SM
Cloud Conditions(1st) - 25000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- BLOWING DUST
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
MIDLAND,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
LUBBOCK INTERNATIONAL
Runway Ident - 26
Runway Lth/Wid - 8000/ 150
Runway Surface - CONCRETE
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Instrument Rating(s) - AIRPLANE

Age - 29
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	3488	Last 24 Hrs -	2
Make/Model-	78	Last 30 Days-	UNK/NR
Instrument-	257	Last 90 Days-	96
Multi-Eng -	2659		

----Narrative----

WHILE TAXIING TO TAKEOFF THE PILOT NOTICED AN INCREASE IN WIND AND DECIDED TO RETURN TO THE RAMP. AS HE TURNED LEFT THE WIND PICKED UP THE RIGHT WING AND FLIPPED THE AIRCRAFT OVER. THE WIND WAS AT 24 KTS. GUSTING TO 34 KTS.

File No. - 1053 3/12/82 LUBBOCK,TX A/C Reg. No. N4193Y Time (Lcl) - 1443 CST

Occurrence NOSE DOWN
Phase of Operation TAXI - TO TAKEOFF

Finding(s)
1. WEATHER CONDITION - HIGH WIND
2. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
3. PROPER ASSISTANCE - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1001 3/18/82 KINGSVILLE,TX A/C Reg. No. N8988P Time (Lcl) - UNK/NR

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-24-260
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-D4A5
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - 400 FT
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
CORPUS CHRISTI,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
KLEBERG COUNTY
Runway Ident - 13
Runway Lth/Wid - 6000 -UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND

Instrument Rating(s) - AIRPLANE

Age - 33
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	1887	Last 24 Hrs -	0
Make/Model-	238	Last 30 Days-	UNK/NR
Instrument-	222	Last 90 Days-	67
Multi-Eng -	1539		

----Narrative----

ON 3/17/82 A WX BRIEFER ADVISED THE PILOT ALL OF TEXAS WOULD BE UNDER INSTRUMENT METEOROLOGICAL CONDITONS ON THE MORNING OF 3/18/82. THERE WAS NO RECORD OF A FLT PLAN FILED BY THE PILOT OF N8988P AND THE DEPARTURE TIME FROM KINGSVILLE COULD NOT BE DETERMINED. THE AIRCRAFT WRECKAGE WAS FOUND THE NEXT MORNING 1.5 MILES SOUTHEAST OF THE AIRPORT IN A PLOWED FIELD. EXAMINATION OF THE VACUUM DRIVEN ATTITUDE GYRO AFTER THE ACCIDENT REVEALED EVIDENCE OF PREIMPACT MALFUNCTION. TESTING REVEALED THAT THE GYRO WOULD NOT ERECT PROPERLY DUE TO DIRTY SPINDLE BEARINGS. NO OTHER PREIMPACT MALFUNCTIONS OR FAILURES WERE FOUND. THE PILOT OF N8988P LOGGED A TOTAL OF 2.6 HOURS OF INSTRUMENT FLT IN THE SIX MONTHS PREVIOUS TO THE ACCIDENT.

File No. - 1001 3/18/82 KINGSVILLE,TX A/C Reg. No. N8988P Time (Lcl) - UNK/NR

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - HAZE
4. LIGHT CONDITION - DARK NIGHT
5. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
6. FLIGHT/NAV INSTRUMENTS,ATTITUDE GYRO - DIRTY(FOGGY)
7. FLIGHT/NAV INSTRUMENTS,ATTITUDE GYRO - FALSE INDICATION
8. IMPROPER DECISION,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1073 3/20/82 EL PASO,TX A/C Reg. No. N6511D Time (Lcl) - 1430 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - AIRMATE HP-10
Landing Gear - N/A
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/005 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
SUNLAND
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

GLIDER

Instrument Rating(s) - AIRPLANE

Age - 59
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 823
Make/Model- 4
Instrument- 177
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 8

----Narrative----

ON THE FIRST FLIGHT SINCE PURCHASE OF THE AIRCRAFT, THE PILOT STATED THAT HE WAS RELEASED FROM THE TOW AT 1700 FT AGL AND CLIMBED IN A THERMAL TO 2000 FT AGL WHERE HE ALLOWED THE AIRCRAFT TO STALL AND SPIN. THE PILOT STATED THAT HE HAD DIFFICULTY IN RECOVERING AND WAS NOT ABLE TO DO SO UNTIL HE WAS AT 400 FT AGL. AFTER RECOVERY THE PILOT EXECUTED A FORCED LANDING IN ROUGH TERRAIN.

File No. - 1073 3/20/82 EL PASO,TX A/C Reg. No. N6511D Time (Lcl) - 1430 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
3. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1074 3/22/82 SPEARMAN,TX A/C Reg. No. N2326S Time (Lcl) - 1740 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -CROP CONTROL RELATED FLIGHT
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - SNOW AT-301
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 1
Eng Make/Model - P&W R-1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SPEARMAN,TX
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND
Instrument Rating(s) - AIRPLANE

Age - 37
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	6500	Last 24 Hrs	4
Make/Model	264	Last 30 Days	UNK/NR
Instrument	350	Last 90 Days	145
Multi-Eng	500		

----Narrative----

WHEN THE AIRCRAFT LOST POWER AFTER SPRAYING CROPS THE PILOT EXECUTED A FORCED LANDING IN A FIELD. DURING THE LANDING THE AIRCRAFT NOSED OVER. INVESTIGATION REVEALED THAT AN INDUCTION HOSE HAD FAILED AND BLOCKED THE CARBURETOR. A SERVICE LETTER RELATING TO THIS PROBLEM HAD NOT BEEN COMPLIED WITH.

File No. - 1074 3/22/82 SPEARMAN,TX A/C Reg. No. N2326S Time (Lcl) - 1740 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)
1. INDUCTION AIR CONTROL,LINKAGE - SEPARATION
2. SERVICE BULLETINS - NOT PERFORMED - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM,CARBURETOR - BLOCKED(PARTIAL)

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1069 3/23/82 CONROE,TX A/C Reg. No. N9101F Time (Lcl) - 1940 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2
Other	0	0	0	0

Injuries

----Aircraft Information----

Make/Model - ROCKWELL 690A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10300
No. of Seats - 11

Eng Make/Model - AIRESEARCH TPE-331-5251K
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 717 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 080/005 KTS
Visibility - 8.0 SM
Cloud Conditions(1st) - 600 FT SCATTERED
Cloud Conditions(2nd) - 1900 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - NIGHT (DARK)

Itinerary
Last Departure Point
CORPUS CHRISTI,TX
Destination
CONROE,TX

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - RADAR ADVISORIES
Type Approach Flown - CIRCLING
VOR/DME

Airport Proximity
ON AIRPORT

Airport Data
MONTGOMERY COUNTY
Runway Ident - 14
Runway Lth/Wid - 4600/ 150
Runway Surface - ASPHALT
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	6650	Last 24 Hrs -	3
Make/Model-	32	Last 30 Days-	UNK/NR
Instrument-	1050	Last 90 Days-	120
Multi-Eng -	3450		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT WAS TOO HIGH ON AN IFR APPROACH AND ELECTED TO CIRCLE AND LAND. DURING THE TURN HE COLLIDED WITH TREES BUT CONTINUED THE APPROACH AND LANDED. THE LEFT WING AND STABILIZER WERE DAMAGED.

File No. - 1069 3/23/82 CONROE,TX A/C Reg. No. N9101F Time (Lcl) - 1940 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)
1. OBJECT - TREE(S)
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1061 4/04/82 ASPERMONT,TX A/C Reg. No. N6069H Time (Lcl) - 1442 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER-AEROSTAR 601P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-S1A5
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 290 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ABILENE,TX
Destination
ASPERMONT,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
DIXON
Runway Ident - 18
Runway Lth/Wid - 4100 -UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
ME LAND
Instrument Rating(s) - AIRPLANE

Age - 34
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	4074	Last 24 Hrs -	7
Make/Model-	121	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	117
Multi-Eng -	1334		

----Narrative----

THE PILOT STATED THAT HE MADE A NORMAL APPROACH TO LAND ON RUNWAY 18. HE REPORTED THAT HE WAS FAMILIAR WITH THE LOCAL WIND CONDITIONS AND ESTIMATED THE WIND AS GUSTY, 10 TO 25 KNOTS. HE STATED A POSSIBLE WIND SHEAR BROUGHT ABOUT A SLIGHTLY GREATER THAN NORMAL SINK RATE. THE AIRCRAFT CONTACTED THE RUNWAY HARDER THAN NORMAL AND THE LEFT MAIN LANDING GEAR ASSEMBLY BROKE. THE AIRCRAFT DEPARTED THE RUNWAY INTO SOFT SOIL AND THE RIGHT MAIN AND NOSE GEAR COLLAPSED.

File No. - 1061 4/04/82 ASPERMONT,TX A/C Reg. No. N6069H Time (Lcl) - 1442 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - WINDSHEAR
2. THROTTLE/POWER CONTROL - INADEQUATE - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SOFT

Occurrence #5 OTHER GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1064 4/04/82 TOMBALL,TX A/C Reg. No. N6374F Time (Lcl) - 1152 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 110/015 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 2300 FT BROKEN
Cloud Conditions(2nd) - 3500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
DAVID WAYNE HOOKS
Runway Ident - 17
Runway Lth/Wid - 5465/ 112
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 32
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	35	Last 24 Hrs -	0
Make/Model-	8	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	11

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT LOST CONTROL OF THE AIRCRAFT DURING A PRACTICE TOUCH AND GO LANDING. THE AIRCRAFT SWERVED OFF THE LEFT SIDE OF RUNWAY INTO A PLOWED AREA AND NOSED DOWN.

File No. - 1064 4/04/82 TOMBALL,TX A/C Reg. No. N6374F Time (Lcl) - 1152 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. FLIGHT CONTROLS - IMPROPER - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
3. TERRAIN CONDITION - SOFT
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3 NOSE DOWN
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1013 4/05/82 CORPUS CHRISTI,TX A/C Reg. No. N7958F Time (Lcl) - 1900 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: DESTROYED
Fire: NONE

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

----Aircraft Information----

Make/Model - CESSNA 150F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2
Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP
ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/004 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
CUDDIHY FIELD
Runway Ident - 13
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Instrument Rating(s) - AIRPLANE

Age - 29
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	438	Last 24 Hrs -	0
Make/Model-	383	Last 30 Days-	UNK/NR
Instrument-	49	Last 90 Days-	30
Multi-Eng -	16		

----Narrative----

THE PILOT STATED THAT HE HAD JUST FINISHED WASHING HIS AIRCRAFT AND WAS FLYING AROUND THE AIRPORT TO DRY IT OFF. AFTER TAKEOFF THE PILOT REALIZED THAT ONE OF THE AILERON GUST LOCKS HAD NOT BEEN REMOVED. A NORMAL LANDING WAS ATTEMPTED, AND WHILE ON FINAL APPROACH, THE LEFT WING DROPPED AND THE NOSE YAWED LEFT. THE PILOT COULD NOT MAINTAIN DIRECTIONAL CONTROL AND CRASHED INTO A FENCE ON THE LEFT SIDE OF RUNWAY 13.

File No. - 1013 4/05/82 CORPUS CHRISTI,TX A/C Reg. No. N7958F Time (Lcl) - 1900 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1057 4/06/82 CENTER,TX A/C Reg. No. N1105M Time (Lcl) - 1500 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - RYAN NAVION A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3233
No. of Seats - 5

Eng Make/Model - CONTINENTAL E-225
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 205 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/005 KTS
Visibility - 0.0
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRSTRIP

Airport Data
NAVION AIRPARK
Runway Ident - 27
Runway Lth/Wid - 1500 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	6500	Last 24 Hrs -	0
Make/Model-	290	Last 30 Days-	UNK/NR
Instrument-	3725	Last 90 Days-	5
Multi-Eng -	1800		

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT LANDED SHORT OF THE RUNWAY, HIT AN EMBANKMENT AND COLLAPSED THE LANDING GEAR. THE PILOT BELIEVES WIND SHEAR AND TURBULENCE WERE A FACTOR IN THE DOWNDRAFT OFF THE END OF THE RUNWAY.

File No. - 1057 4/06/82 CENTER,TX A/C Reg. No. N1105M Time (Lcl) - 1500 CST

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - WINDSHEAR
2. THROTTLE/POWER CONTROL - ATTEMPTED - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE
4. WEATHER CONDITION - DOWNDRAFT

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - DIRT BANK

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1056 4/07/82 EDNA,TX A/C Reg. No. N36493 Time (Lcl) - 1915 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -CROP CONTROL RELATED FLIGHT
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - AIR TRACTOR AT-400
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6600
No. of Seats - 1

Eng Make/Model - LYCOMING LTP 101-600
Number Engines - 1
Engine Type - TURBOPROP
Rated Power - 599 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/007 KTS
Visibility - 3.0 SM
Cloud Conditions(1st) - 4500 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
EDNA,TX
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
FLYING SERVICE INC.
Runway Ident - N/A
Runway Lth/Wid - 2500/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 45
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	7500	Last 24 Hrs -	8
Make/Model-	750	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	51

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT LANDED ON AN UNLIGHTED STRIP AT DUSK AND COLLIDED WITH A TRUCK. LANDING LIGHTS ON THE AIRCRAFT WERE UNUSABLE BECAUSE OF A GENERATOR FAILURE.

File No. - 1056 4/07/82 EDNA,TX A/C Reg. No. N36493 Time (Lcl) - 1915 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND
2. ELECTRICAL SYSTEM,GENERATOR - FAILURE,TOTAL
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
4. LANDING LIGHT - INOPERATIVE
5. LIGHT CONDITION - DUSK
6. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,6

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1063 4/08/82 HEREFORD,TX A/C Reg. No. 64463 Time (Lcl) - 1830 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	8
Other	0	0	0	0

----Aircraft Information----

Make/Model - BEECH C-18S
Landing Gear - TAILWHEEL-ALL RETRACT
Max Gross Wt - 7850
No. of Seats - 10

Eng Make/Model - P&W R-985-14
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
NORTH PLATTE,NE
Destination
HEREFORE,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
HEREFORD
Runway Ident - UNK/NR
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Instrument Rating(s) - AIRPLANE

Age - 45
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	3670	Last 24 Hrs	8
Make/Model	170	Last 30 Days	UNK/NR
Instrument	81	Last 90 Days	30
Multi-Eng	3500		

----Narrative----

THE PILOT EXPERIENCED TOTAL ELECTRICAL FAILURE DURING FLIGHT. BEFORE LANDING HE ALLOWED THE GEAR TO FREE FALL AND ATTEMPTED TO CRANK IT INTO THE FULLY EXTENDED AND LOCKED POSITION. WHEN THE CRANK WOULD NOT TURN HE ASSUMED THE GEAR WAS IN THE LOCKED DOWN POSITION. THE PILOT LANDED, ROLLED OUT, AND TAXIED TO THE RAMP AND STOPPED. WHEN HE ADDED POWER TO REPOSITION THE AIRCRAFT THE LANDING GEAR RETRACTED.

File No. - 1063 4/08/82 HEREFORD,TX A/C Reg. No. 64463 Time (Lcl) - 1830 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ELECTRICAL SYSTEM - FAILURE,TOTAL

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)
2. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1065 4/09/82 ROCK SPRINGS,TX A/C Reg. No. N9637T Time (Lcl) - 1945 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 210A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3812
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-E
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 220/012 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - 5000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
FORT WORTH,TX
Destination
DEL RIO,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total -	101	Last 24 Hrs -	3
Make/Model-	21	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	21

Instrument Rating(s) - UNK/NR

----Narrative----

THE PILOT BECAME DISORIENTED DURING A CROSS COUNTRY FLIGHT. HE DECIDED TO MAKE A PRECAUTIONARY LANDING IN A CLEARING. DURING THE LANDING ROLL THE LEFT WING COLLIDED WITH A TREE.

File No. - 1065 4/09/82 ROCK SPRINGS,TX A/C Reg. No. N9637T Time (Lcl) - 1945 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
1. BECAME LOST/DISORIENTED - NOT CORRECTED - PILOT IN COMMAND
2. PRECAUTIONARY LANDING - MISJUDGED - PILOT IN COMMAND
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1005 4/14/82 FORNEY,TX A/C Reg. No. N9964Z Time (Lcl) - 1715 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - GOODYEAR FGID(F4U)
Landing Gear - TAILWHEEL-ALL RETRACT
Max Gross Wt - 9500
No. of Seats - 1

Eng Make/Model - P & W R-2800-8W
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 2000 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - MILITARY
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 130/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 2300 FT SCATTERED
Cloud Conditions(2nd) - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
GRAND PRAIRIE,TX
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - NONE
VISUAL FULL CIRCUIT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 62
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 9334
Make/Model- 1200
Instrument- UNK/NR
Multi-Eng - 6816
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 132

Instrument Rating(s) - AIRPLANE

----Narrative----

FOLLOWING THE LAST AEROBATIC MANUEVER, A LOOP, AND WHILE IN STRAIGHT AND LEVEL FLIGHT, THE LOW OIL PRESSURE LIGHT ILLUMINATED. THE OIL PRESSURE DECREASED TO ZERO AND SHORTLY THEREAFTER PROPELLER CONTROL WAS LOST. DUE TO A ROUGH RUNNING ENGINE AN EMERGENCY LANDING WAS ATTEMPTED. DURING THE WHEELS UP LANDING IN AN UNPLOWED GRASSY FIELD, THE AIRCRAFT STRUCK A FENCE. EXAMINATION OF THE AIRCRAFT REVEALED THE COOLER OIL LINE CAME LOOSE FROM THE INLET FITTING.

File No. - 1005 4/14/82 FORNEY,TX A/C Reg. No. N9964Z Time (Lcl) - 1715 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)
1. LUBRICATING SYSTEM,OIL COOLER - LEAK
2. LUBRICATING SYSTEM,OIL LINE - DISCONNECTED
3. FLUID,OIL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
4. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1012 4/17/82 KIRBYVILLE,TX A/C Reg. No. N62003 Time (Lcl) - 2315 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - MAULE M-5-210C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 210 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/008 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary
Last Departure Point
WOODVILLE,TX
Destination
KIRBYVILLE,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
KIRBYVILLE
Runway Ident - 30
Runway Lth/Wid - 3000/ 45
Runway Surface - ASPHALT
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Instrument Rating(s) - AIRPLANE

Age - 46
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	547	Last 24 Hrs -	3
Make/Model-	140	Last 30 Days-	UNK/NR
Instrument-	66	Last 90 Days-	53
Multi-Eng -	27		

----Narrative----

ON 4/17/82, N62003 DEPARTED WOODVILLE, TX UNDER VISUAL METEOROLOGICAL CONDITIONS ON A FLIGHT TO KIRBYVILLE, TX. THE PILOT STATED THAT THE ATTITUDE GYRO HAD ALWAYS BEEN SLOW TO ERECT AND WAS STILL SHOWING 10 DEGREES RIGHT BANK WHEN HE ARRIVED AT KIRBYVILLE. HE ALSO STATED THAT HE HAD THE RUNWAY LIGHTS IN SIGHT AND APPROXIMATELY 200 FEET. FROM THE RUNWAY THE WINDSHIELD FOGGED UP AND THE LANDING LIGHTS BLINDED HIM. THE PILOT ATTEMPTED A GO AROUND BUT COLLIDED WITH THE GROUND A SHORT TIME LATER. THE PILOT STATED, "IF I HAD A PROPERLY OPERATING GYRO HORIZON, A GLANCE WOULD HAVE TOLD ME I HAD A NOSE DOWN CONDITION AND I COULD HAVE ESTABLISHED A NORMAL CLIMB OUT."

File No. - 1012 4/17/82 KIRBYVILLE,TX A/C Reg. No. N62003 Time (Lcl) - 2315 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - FOG
3. LIGHT CONDITION - DARK NIGHT
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
5. FLIGHT/NAV INSTRUMENTS,ATTITUDE GYRO - FALSE INDICATION
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
7. ALTITUDE - INATTENTIVE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1008 4/18/82 KENDALIA,TX A/C Reg. No. N79885 Time (Lcl) - 1700 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage: DESTROYED
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - 1.0 SM
Cloud Conditions(1st) - 300 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
DEL RIO,TX
Destination
KERRVILLE,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	2000	Last 24 Hrs -	3
Make/Model-	2000	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	6
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT THE WEATHER CONDITIONS ALONG HIS ROUTE OF FLIGHT DETERIORATED RAPIDLY. HE DECIDED TO MAKE A PRECAUTIONARY LANDING ON A SHORT PLOWED FIELD. DURING FINAL APPROACH, THE AIRCRAFT STRUCK A TREE TOP AND CRASHED.

File No. - 1008 4/18/82 KENDALIA,TX A/C Reg. No. N79885 Time (Lcl) - 1700 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND

Occurrence #2 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
6. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1007 4/18/82 FORT WORTH,TX A/C Reg. No. N1350 Time (Lcl) - 1330 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - DEHAVILLAND DH-82A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1770
No. of Seats - 2

Eng Make/Model - BRISTOL GYPSY MAJOR 1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 15000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
LUCK FIELD
Runway Ident - 17
Runway Lth/Wid - 2800/ 100
Runway Surface - GRASS/TURF
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Instrument Rating(s) - AIRPLANE

Age - 27
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	1388	Last 24 Hrs -	5
Make/Model-	64	Last 30 Days-	UNK/NR
Instrument-	347	Last 90 Days-	277
Multi-Eng -	615	Rotorcraft -	UNK/NR

----Narrative----

THE PILOT STATED THAT AN EXAMINATION OF THE THROTTLE LINKAGE FRICTION SYSTEM REVEALED THAT THE THROTTLE JAMMED IN THE IDLE POWER RANGE. THE PILOT STATED IN THE ACCIDENT REPORT THAT A MODIFICATION TO THE FRICTION BEARINGS ON THE THROTTLE CROSS SHAFT LINKAGE BE MADE.

File No. - 1007 4/18/82 FORT WORTH,TX A/C Reg. No. N1350 Time (Lcl) - 1330 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. THROTTLE/POWER LEVER,LINKAGE - JAMMED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1020 4/18/82 LIBERTY HILL,TX A/C Reg. No. N3916 Time (Lcl) - 1745 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - EVANS VP-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - VOLKSWAGAN 1600CC
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 80 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/008 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 2500 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - 18
Runway Lth/Wid - 1500 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Age - 34
Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)
PRIVATE
SE LAND
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Flight Time (Hours)

Total -	151	Last 24 Hrs -	0
Make/Model-	151	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	4

Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT HE FELT AN EXCESS ROLL TENDENCY AND HAD TAKEN HIS HAND FROM THE THROTTLE. THE AIRCRAFT WOULD NOT GAIN ALTITUDE AND AIRSPEED COULD NOT BE MAINTAINED. HE REALIZED THAT THE THROTTLE HAD BACKED OFF FROM CLIMB POWER AND REAPPLIED FULL POWER BUT PULLED BACK ON THE CONTROL YOKE WHEN HE MOVED THE THROTTLE FORWARD. THE AIRCRAFT STALLED AT AN ALTITUDE OF APPROXIMATELY 75 TO 100 FEET AGL.

File No. - 1020 4/18/82 LIBERTY HILL,TX A/C Reg. No. N3916 Time (Lcl) - 1745 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1011 4/20/82 RAYMONDVILLE,TX A/C Reg. No. N2761J Time (Lcl) - 1245 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA A150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/015 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
MCALLEN,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
RAYMONDVILLE
Runway Ident - 08
Runway Lth/Wid - 2640/ 40
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Instrument Rating(s) - NONE

Age - 54
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	425	Last 24 Hrs	-	0
Make/Model	-	98	Last 30 Days	-	UNK/NR
Instrument	-	115	Last 90 Days	-	39
Multi-Eng	-	2			

----Narrative----

THE PILOT STATED THAT ON TAKEOFF THE AIRCRAFT HIT A BUMP AND BECAME AIRBORNE. THE AIRCRAFT SETTLED BACK ON THE RUNWAY AND THE NOSE GEAR COLLAPSED. WITNESSES STATED THAT THE AIRCRAFT BECAME AIRBORNE THEN STALLED. THE WIND WAS REPORTED AS 15 KNOTS WITH GUSTS TO 25 KNOTS.

File No. - 1011 4/20/82 RAYMONDVILLE,TX A/C Reg. No. N2761J Time (Lcl) - 1245 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - WINDSHEAR
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - CROSSWIND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)
6. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

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Brief of Accident

File No. - 1024 4/23/82 VAN HORN,TX A/C Reg. No. N99996 Time (Lcl) - UNK/NR

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - DUAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage: DESTROYED
Fire: ON GROUND

	Fatal	Injuries: Serious	Minor	None
Crew	2	0	0	0
Pass	2	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - MOONEY M20K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4
Eng Make/Model - CONTINENTAL TSIO-360-6B4
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP
ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 015/010 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 800 FT INDEFINITE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
DEMING,NM
Destination
NACOGDOCHES,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Age - 32
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Instrument Rating(s) - NONE

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 450		Last 24 Hrs - UNK/NR	
Make/Model- UNK/NR		Last 30 Days- UNK/NR	
Instrument- UNK/NR		Last 90 Days- UNK/NR	
		Rotorcraft - UNK/NR	

----Narrative----

N99996 DEPARTED RIVERSIDE, CA ON A FLIGHT TO NACOGDOCHES, TX THE AIRCRAFT MADE A REFUELING STOP IN DEMING, NM, THE LAST KNOWN EN ROUTE POSITION. THE LEFT SEAT PILOT HELD A PVT CERTIFICATE, THE RIGHT SEAT PILOT WAS A FORMER FAA DESIGNATED PILOT EXAMINER. ACCORDING TO FLIGHT SERVICE STATION INFORMATION, THERE WAS NO RECORD OF A PREFLIGHT WEATHER BRIEFING OR KNOWN CONTACT WITH THE AIRCRAFT BY ANYONE AFTER IT DEPARTED DEMING. THE NEAREST WEATHER REPORTING FACILITY RECORDED LOW CLOUD CEILINGS AND FOG AT THE APPROXIMATE TIME OF THE ACCIDENT. EXAMINATION OF THE AIRCRAFT REVEALED NO EVIDENCE OF MECHANICAL MALFUNCTION OR FAILURE PRIOR TO IMPACT.

File No. - 1024 4/23/82 VAN HORN,TX A/C Reg. No. N99996 Time (Lcl) - UNK/NR

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
3. VFR FLIGHT INTO IMC - NOT FOLLOWED - PILOT IN COMMAND(CFI)
4. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND(CFI)
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

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Washington, D.C. 20594

Brief of Accident

File No. - 1168 4/23/82 GARLAND,TX A/C Reg. No. N7RA Time (Lcl) - 1630 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BEECH A60
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 6725
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-541-E1C4
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 380 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 080/014 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 25000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ADDISON,TX
Destination
HOUSTON,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	2480	Last 24 Hrs -	6
Make/Model-	551	Last 30 Days-	UNK/NR
Instrument-	280	Last 90 Days-	45
Multi-Eng -	815		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLANE HAD BEEN INVOLVED IN A BANKRUPCY SETTLEMENT AND HAD NOT BEEN FLOWN FOR ABOUT 3 1/2 MTHS. THE PILOT HAD BEEN SENT TO FERRY THE PLANE. DURING A RUN-UP BEFORE TAKEOFF, THE PROPELLERS MOVED TOWARD A FEATHER POSITION WITHOUT PILOT INPUT. THE PILOT HAD A MECHANIC SERVICE THE PROPS. A SUBSEQUENT RUN-UP WAS NORMAL, SO THE PILOT TOOK OFF. ABOUT TWO MINUTES AFTER LEVELING AT 1800 FT, THE LEFT PROP STARTED FEATHERING AGAIN WITHOUT PILOT INPUT AND THE LEFT ENGINE LOST POWER. A SHORT TIME LATER, THE RIGHT ENGINE BEGAN LOSING POWER. AN EMERGENCY LANDING WAS MADE ON A CLOSED AIRPORT; HOWEVER, THE GEAR STRUCK ROCKS AND DEBRIS THAT WERE NOT VISIBLE IN AN AREA OF GRASS. AN INVESTIGAITON REVEALED THE ENGINE OIL HAD NOT BEEN CHANGED SINCE 7/20/81. THE PROP GOVERNOR SCREENS WERE FOUND WITH ABOUT 70 TO 80% BLOCKAGE WITH A CARBON BUILD-UP. AN OIL ANALYSIS REVEALED A HIGH ALUMINUM CONTENT. THE LAB REPORT STATED THAT THIS MAY BE FROM BREAK-IN, RECENT MAINTENANCE, ABNORMAL WEAR, OR OVER EXTENDED OIL DRAIN. LAST ANNUAL DATED 4/2/81.

File No. - 1168 4/23/82 GARLAND,TX A/C Reg. No. N7RA Time (Lcl) - 1630 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. SERVICE OF AIRCRAFT - INADEQUATE - COMPANY/OPERATOR MGMT
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLUID,OIL - CONTAMINATION
4. PROPELLER SYSTEM/ACCESSORIES,HYDRAULIC PITCH CTL - BLOCKED(PARTIAL)

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
6. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1178 4/25/82 SLATON,TX A/C Reg. No. N8036A Time (Lcl) - 0945 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -TEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: DESTROYED
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - RAND KR-1 CATFISH
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - VOLKSWAGON 1300CC
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 315/007 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	750	Last 24 Hrs -	UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE HOME BUILT AIRCRAFT WAS ON ITS INITIAL TEST FLIGHT. AFTER COMPLETING TWO TAKEOFF RUNS SUCCESSFULLY, THE PILOT ELECTED TO FLY THE AIRCRAFT AROUND THE LOCAL PATTERN. WHILE CLIMBING ABOUT 1/4 MILE FROM THE RUNWAY, THE ENGINE BEGAN MISSING. THE PILOT TURNED BACK TOWARD THE AIRPORT, AND AT ABOUT 200 FT AGL, LOST ALL POWER. HE MADE AN EMERGENCY LANDING IN A PLOWED FIELD, BUT AFTER ROLLING ABOUT 40 TO 50 FT, THE PLANE NOSED OVER AND WAS DEMOLISHED. THE DENSITY ALTITUDE AT THE AIRPORT WAS ABOUT 3600 FT.

File No. - 1178 4/25/82 SLATON,TX A/C Reg. No. N8036A Time (Lcl) - 0945 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. MISCELLANEOUS - UNDETERMINED
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1159 4/30/82 VICTORIA,TX A/C Reg. No. N186T Time (Lcl) - 1550 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/010 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 3000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstruction to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
EDNA,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	170	Last 24 Hrs -	3
Make/Model-	101	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	54

Instrument Rating(s) - NONE

----Narrative----

THE PILOT TOOKOFF AT ABOUT 1535 TO FLY IN THE LOCAL AREA AND THEN TO PROCEED TO HIS HOME AT EDNA, TX. HE FLEW TO A BALL FIELD TO OBSERVE SOME FRIENDS PLAYING BALL. AFTER CIRCLING THE FIELD 3 TIMES, HE APPLIED POWER AND BEGAN A CLIMB. HE STATED THAT ABOUT 30 SECONDS LATER, THE ENGINE BACKFIRED AND BEGAN SPUTTERING. HE STATED THAT HE ESTABLISHED A 65 KT GLIDE AND BEGAN RESTART PROCEDURES, BUT THE ENGINE QUIT COMPLETELY AND THE PROPELLER STOPPED. A GRASS FIELD WAS SELECTED FOR LANDING AND THE PLANE WAS SIDE SLIPPED ON FINAL. THE PILOT REPORTED THAT AT ABOUT 50 FT AGL, HE RAN OUT OF ROOM, STALLED COMPLETELY, AND THE RIGHT WING DROPPED ABOUT 30 DEGREES. THE PLANE CAME TO REST ABOUT 25 TO 30 FT FROM THE INITIAL IMPACT POINT. AN EXAMINATION OF THE ENGINE VERIFIED NO PREIMPACT DISCREPANCIES EXCEPT THAT THE MUFFLER BAFFELS WERE BURNED AND A HOLE WAS NOTED IN THE MUFFLER. HOWEVER, IT WAS NOTED THAT THE LEFT MAGNETO WOULD NOT FIRE. THE ENGINE RAN SUCCESSFULLY AFTER REPLACING THE DAMAGED CARBURETOR.

File No. - 1159 4/30/82 VICTORIA,TX A/C Reg. No. N186T Time (Lcl) - 1550 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB

Finding(s)
1. MISCELLANEOUS - UNDETERMINED
2. EXHAUST SYSTEM,MUFFLER - BURNED

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1172 5/02/82 STERLING CITY,TX A/C Reg. No. N5374N Time (Lcl) - 2000 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BOEING E75
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2717
No. of Seats - 2

Eng Make/Model - P&W R-985
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 190/007 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 6500 FT SCATTERED
Cloud Conditions(2nd) - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAN ANGELO,TX
Destination
BIG SPRING,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND

Instrument Rating(s) - AIRPLANE

Age - 43
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	10000	Last 24 Hrs -	3
Make/Model-	3	Last 30 Days-	UNK/NR
Instrument-	800	Last 90 Days-	168
Multi-Eng -	7600		

----Narrative----

THE PILOT STATED THAT HE WAS FLYING THE AIRCRAFT FROM DEVINE, TX TO MONTANA FOR THE OWNER. HE RECEIVED ABOUT A HALF-HOUR OF DUAL INSTRUCTION IN THE AIRCRAFT AND THEN DEPARTED. SEVERAL EN ROUTE STOPS WERE MADE. THE PILOT STATED THAT HE CHECKED THE FUEL CONSUMPTION WHILE EN ROUTE FROM POINT TO POINT. WHEN HE LANDED AT SAN ANGELO, TX, THE FUEL GAUGE INDICATED JUST UNDER 1/2 FULL. HE DECIDED TO CONTINUE TO BIG SPRINGS, TX BELIEVING HE WOULD HAVE 30 MINUTES OF FUEL REMAINING. WHILE EN ROUTE WITH THE FUEL GAUGE INDICATING ABOUT 1/4 FULL, THE ENGINE LOST POWER. AN EMERGENCY LANDING WAS MADE ON A ROAD, BUT THE LEFT WING STRUCK TREES BESIDE THE ROADWAY AFTER TOUCHDOWN. AN INVESTIGATION REVEALED THE FUEL TANK WAS EMPTY BUT THE GAUGE STILL INDICATED 1/4 FULL.

File No. - 1172 5/02/82 STERLING CITY,TX A/C Reg. No. N5374N Time (Lcl) - 2000 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAUGE - ERRATIC
4. FLUID,FUEL - EXHAUSTION
5. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1002 5/17/82 SAN ANTONIO,TX A/C Reg. No. N7705Y Time (Lcl) - 1200 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - BRFG RCVD, SOURCE UNK
Method - RADIO
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 040/015 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SANTA FE,NM
Destination
AUSTIN,TX

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Instrument Rating(s) - NONE

Age - 62
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	1280	Last 24 Hrs -	3
Make/Model-	30	Last 30 Days-	UNK/NR
Instrument-	345	Last 90 Days-	62
Multi-Eng -	30		

----Narrative----

DUE TO UNFAVORABLE WEATHER CONDITIONS ENROUTE TO AUSTIN, TX THE PILOT DIVERTED TO SAN ANTONIO, TX. THE ENGINES LOST POWER AS THE AIRCRAFT APPROACHED THE DESTINATION AIRPORT. THE PILOT WAS UNABLE TO RESTART THE ENGINES OR GLIDE TO THE AIRPORT AND THE PILOT LANDED IN A FOREST OF SCRUB OAK TREES. LESS THEN ONE GALLON OF FUEL WAS FOUND IN THE FUEL SYSTEM.

File No. - 1002 5/17/82 SAN ANTONIO,TX A/C Reg. No. N7705Y Time (Lcl) - 1200 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1181 5/22/82 MT. PLEASANT,TX A/C Reg. No. N5045G Time (Lcl) - 1645 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BELLANGA 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 3

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/007 KTS
Visibility - 40.0 SM
Cloud Conditions(1st) - 6000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 33
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	655	Last 24 Hrs -	3
Make/Model-	188	Last 30 Days-	UNK/NR
Instrument-	14	Last 90 Days-	153

Instrument Rating(s) - NONE

----Narrative----

AFTER TAKEOFF FROM RUNWAY 17, THE PILOT DEPARTED THE TRAFFIC PATTERN AND WAS ABOUT 1.5 MILES NORTH OF THE AIRPORT WHEN THE ENGINE COUGHED. HE IMMEDIATELY TURNED BACK TOWARD THE AIRPORT, BUT SHORTLY THEREAFTER, THE ENGINE LOST ALL POWER. HE DECIDED TO LAND ON A ROAD. AFTER TOUCHDOWN, HE WAS UNABLE TO MAKE A TURN IN THE ROAD AND SLID INTO A DITCH AND STRUCK TWO SMALL SAPLINGS. THE AIRPORT MANAGER STATED THAT THE AIRCRAFT WAS OUT OF FUEL.

File No. - 1181 5/22/82 MT. PLEASANT,TX A/C Reg. No. N5045G Time (Lcl) - 1645 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - DITCH

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1045 6/07/82 MCKINNEY,TX A/C Reg. No. N89551 Time (Lcl) - 2015 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOM O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/005 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
DALLAS NORTH,TX
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
MCKINNEY MUNICIPAL A/P
Runway Ident - 17
Runway Lth/Wid - 4000 -UNK/NR
Runway Surface - CONCRETE
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT
SE LAND

Age - 25
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	17	Last 24 Hrs -	1
Make/Model-	11	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	17

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT PRACTICING TOUCH AND GO LANDINGS LOST CONTROL OF THE AIRCRAFT AND SWERVED OFF THE RUNWAY. THE AIRCRAFT THEN CONTACTED A FENCE AND NOSED OVER.

File No. - 1045 6/07/82 MCKINNEY,TX A/C Reg. No. N89551 Time (Lcl) - 2015 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. TOUCH AND GO LANDING - NOT CORRECTED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - IMPROPER - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
4. OBJECT - FENCE

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

* * * * N-O-T F-O-R P-U-B-L-I-C R-E-L-E-A-S-E * * * *

THE INFORMATION CONTAINED IN THIS BRIEF OF ACCIDENT HAS NOT UNDERGONE ALL TECHNICAL REVIEWS, AND THE FINDINGS CONTAINED HEREIN HAVE NOT BEEN APPROVED BY THE DIRECTOR, BUREAU OF ACCIDENT INVESTIGATION

NTSB # FTW83FRA03 Brief of Accident RUNDATE: 10 02 83

File No. - 1182 12/16/82 HOUSTON,TX A/C Reg. No. N801DB Time (Lcl) - 1230 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Aircraft Damage: DESTROYED

Fire: ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	1	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - S.N.I.A.S. AS350D

Landing Gear - SKID

Max Gross Wt - 4300

No. of Seats - 5

Eng Make/Model - LYCOMING LTS-101

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 615 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

Weather Radar - NO

----Environment/Operations Information----

Weather Data

Wx Briefing - COMPANY

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 130/015 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 8000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point: BEAUMONT,TX

Destination: HOUSTON,TX

ATC/Airspace

Type of Flight Plan - UNK/NR

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity: ON AIRSTRIP

Airport Data: POWERS AIR HELISTOP

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

----Personnel Information----

Pilot-In-Command

Age - 39

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

HELICOPTER

Instrument Rating(s) - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Flight Time (Hours)

Total	7100	Last 24 Hrs	0		
Make/Model	23	Last 30 Days	0		
Instrument	637	Last 90 Days	0		

----Narrative----

THE PILOT STATED THAT AS HE CAME TO A HOVER TO LAND, AN ENGINE SURGE OCCURRED WHICH SENT THE HELICOPTER BACK INTO THE AIR. REPORTEDLY, THE ENGINE CONTINUED TO SURGE OFF AND ON, AND AS HELICOPTER CAME DOWN, IT WOULD IMPACT THE GROUND AND BOUNCE BACK IN THE AIR. THE PILOT STATED THAT AS THE FINAL SURGE OCCURRED, THE HELICOPTER SEEMED TO HIT, LEFT SKID LOW, AND ROLL OVER. THE OCCUPANTS EGRESSED AND THE ENGINE CONTINUED TO RUN. ABOUT 10 MIN LATER, THE HELICOPTER BEGAN BURNING AND WAS CONSUMED BY FIRE.

File No. - 1182 12/16/82 HOUSTON,TX A/C Reg. No. N801DB Time (Lcl) - 1230 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FUEL SYSTEM,FUEL CONTROL - ERRATIC

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. AIRPLANE HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 OTHER GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #5 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1192 5/25/82 PRICE,UT A/C Reg. No. N878AH Time (Lcl) - 1400 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

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

----Aircraft Information----

Make/Model - CESSNA 206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6
Eng Make/Model - CONTINENTAL TSIO-520
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP
ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/005 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR-00050
Runway Surface - GRAVEL
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	3364	Last 24 Hrs -	3
Make/Model-	933	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	130
Multi-Eng -	1127		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE AIRCRAFT ENCOUNTERED A DUST DEVIL SHORTLY AFTER TOUCHDOWN DURING A LANDING ON AN UNIMPROVED AREA. THE PILOT REPORTED THAT THE DUST DEVIL MOVED THE AIRCRAFT TO THE RIGHT AND INTO A DITCH.

File No. - 1192 5/25/82 PRICE,UT A/C Reg. No. N878AH Time (Lcl) - 1400 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1117 5/28/82 OGDEN,UT A/C Reg. No. N23SR Time (Lcl) - 2002 MDT

----Basic Information----
Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----
Make/Model - QUICKIE RISE
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 1
Eng Make/Model - ONAN B-48M-GA018
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 23 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 124/005 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
OGDEN MUNICIPAL
Runway Ident - 25
Runway Lth/Wid - 5600-N/A
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
Instrument Rating(s) - AIRPLANE

Age - 23
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total -	386	Last 24 Hrs -	0
Make/Model-	386	Last 30 Days-	UNK/NR
Instrument-	73	Last 90 Days-	16
Multi-Eng -	8		

----Narrative----
DURING TAKEOFF, THE ENGINE LOST POWER AS THE AIRCRAFT WAS CLIMBING NEAR THE DEPARTURE END OF THE RUNWAY. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED DURING A FORCED LANDING ON ROLLING TERRAIN WITH BRUSH. AN INVESTIGATION REVEALED THERE WAS A LOOSE SCREW HOLDING A WIRE THAT WAS CONNECTED TO THE POINTS. ALSO, A LOOSE CRIMP WAS FOUND ON THE CONNECTOR TO THE WIRE.

File No. - 1117 5/28/82 OGDEN,UT A/C Reg. No. N23SR Time (Lcl) - 2002 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. IGNITION SYSTEM,LOW TENSION WIRING - LOOSE
2. INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1148 5/17/82 WEST POINT,VA A/C Reg. No. N5522S Time (Lcl) - 1345 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -TEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage: DESTROYED
Fire: NONE

	Fatal	Injuries: Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 188
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 1

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- DUST
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
WEST POINT VIRGINIA
Runway Ident - 09
Runway Lth/Wid - 3700 -UNK/NR
Runway Surface - CONCRETE
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

GLIDER

Instrument Rating(s) - NONE

Age - 46
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 895
Make/Model- 264
Instrument- UNK/NR
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 120

----Narrative----

THE PILOT TOOK OFF WITH A 50 GAL LOAD OF WATER TO CALIBRATE THE SPRAY SYSTEM. HE STATED THAT DURING A SWATH RUN, HE HEARD A LOUD NOISE OR WHIRRING SOUND AND INITIALLY THOUGHT THERE WAS A SPRAY PUMP PROPELLER FAILURE. IMMEDIATELY, HE PULLED UP, STARTED A LEFT TURN TO LAND, AND BEGAN DUMPING THE LOAD. AT THE SAME TIME, HE REALIZED THAT HE HAD LOST POWER. THE PILOT WAS UNABLE TO REACH THE RUNWAY. JUST PRIOR TO TOUCHDOWN IN A CUT-OVER AREA, THE LEFT WING STRUCK A STUMP AND THE PLANE CRASHED. THE ENGINE SEPARATED FROM THE AIRCRAFT AND CAME TO REST PARTIALLY SUBMERGED IN A DRAINAGE DITCH. THE CARBURETOR HAD SEPARATED AND THE THROTTLE CONTROL HAD FAILED IN TENSION. THE MIXTURE CONTROL PUSH-PULL WIRE WAS NOT ATTACHED TO THE CARBURETOR. AN EXAMINATION OF THE MIXTURE CONTROL WIRE ATTACH END REVEALED NO SIGNS OF TENSILE LOADING OR SCRATCHES ON THE WIRE; THE ATTACHING HARDWARE COULD NOT BE FOUND.

File No. - 1148 5/17/82 WEST POINT,VA A/C Reg. No. N5522S Time (Lcl) - 1345 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. MISCELLANEOUS - UNDETERMINED
2. MIXTURE CONTROL,LINKAGE - DISCONNECTED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1141 7/07/82 FT EUSTIS,VA A/C Reg. No. N714FF Time (Lcl) - 1100 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/004 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 3500 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - TOWER
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
FELKER ARMY AIRFIELD
Runway Ident - 14
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 0
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total -	31	Last 24 Hrs -	0
Make/Model-	21	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	19

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT WAS PRACTICING LANDINGS IN PREPARATION FOR HIS PRIVATE PILOT CHECK. THERE WAS A 70 DEGREE RIGHT CROSSWIND AT 4 KTS. THE PILOT STATED THAT HE HAD LANDED HARD DUE TO A BAD FLARE AND THE PLANE BOUNCED. HE THOUGHT THAT THE AIRCRAFT WOULD SETTLE AFTER THE FIRST BOUNCE, SO HE DID NOT INITIATE A GO-AROUND. HOWEVER, THE AIRCRAFT BEGAN TO PORPOISE AND BOUNCED THREE MORE TIMES BEFORE THE NOSE GEAR COLLAPSED.

File No. - 1141 7/07/82 FT EUSTIS,VA A/C Reg. No. N714FF Time (Lcl) - 1100 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1043 6/28/82 BENNINGTON,VT A/C Reg. No. N620WF Time (Lcl) - 1830 EDT

----Basic Information----

Type Operating Certificate-AIR CARRIER
ON-DEMAND AIR TAXI
Type of Operation -NON SCHED,DOMESTIC,OTHER
Flight Conducted Under -14 CFR 135
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-31
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 6

Eng Make/Model - LYCOMING TSIO-540A
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 180/008 KTS
Visibility - 3.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - 1400 FT SCATTERED
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BUFFALO,NY
Destination
BENNINGTON,VT

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - RADAR ADVISORIES
Type Approach Flown - VOR/TVOR

Airport Proximity
ON AIRPORT

Airport Data
BENNINGTON STATE
Runway Ident - 31
Runway Lth/Wid - 3700/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - COM 500

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	5200	Last 24 Hrs -	5
Make/Model-	1850	Last 30 Days-	UNK/NR
Instrument-	1156	Last 90 Days-	117
Multi-Eng -	4378		

Instrument Rating(s) - AIRPLANE

----Narrative----

WHILE ON APPROACH TO LAND, THE PILOT NOTICED THE AIRCRAFT'S GEAR WARNING LIGHTS WERE OUT AND THE CIRCUIT BREAKERS WERE TRIPPED. THE PILOT ADVISED OPERATIONS AND STARTED A FLY-BY WHEN HE NOTICED A FIRE IN THE LEFT ENGINE. THE PILOT FEATHERED THE LEFT ENGINE AND THE FIRE WENT OUT. THE AIRCRAFT WAS LANDED SAFELY. THE FIRE HAD DAMAGED THE GEAR WARNING SYSTEM. A TURBO OUTLET CLAMP HAD BROKEN IN THE LEFT ENGINE, PIPER P/N 556962.

File No. - 1043 6/28/82 BENNINGTON,VT A/C Reg. No. N620WF Time (Lcl) - 1830 EDT

Occurrence FIRE
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
1. EXHAUST SYSTEM,CLAMP - FAILURE,TOTAL
2. LANDING GEAR,GEAR WARNING SYSTEM - BURNED
3. LANDING GEAR,GEAR INDICATING SYSTEM - BURNED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1191 5/25/82 CHELAN,WA A/C Reg. No. N1921Z Time (Lcl) - 1715 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 260/016 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
WENATCHEE,WA
Destination
CHELAN,WA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data
CHELAN MUNICIPAL
Runway Ident - 20
Runway Lth/Wid - 3650/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Age - 60
Biennial Flight Review
Certificate(s)/Rating(s)
PRIVATE
SE LAND
Instrument Rating(s) - NONE

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Current - YES
Months Since - 8
Aircraft Type - C-150

Flight Time (Hours)			
Total -	186	Last 24 Hrs -	1
Make/Model-	69	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	1

----Narrative----

THE PILOT REPORTED THAT DURING ARRIVAL, THE WIND SOCK PROVIDED LITTLE INFORMATION SINCE IT HAD PREVIOUSLY BEEN TORN BY A WIND STORM. AT WENATCHEE, WA, THE WIND WAS FROM 260 DEGREES AT 16 GUSTING 22 KTS. THE PILOT REPORTED THAT DURING A CROSSWIND LANDING, THE PLANE VEERED OFF THE LEFT SIDE OF THE RUNWAY AT ABOUT A 40 DEGREE ANGLE. AFTER HE DEPARTED THE RUNWAY, HE WAS UNABLE TO GO-AROUND OR STOP BEFORE HITTING TREES IN AN APPLE ORCHARD. HE ESTIMATED THE ORCHARD WAS 300 TO 400 FT FROM THE RUNWAY.

File No. - 1191 5/25/82 CHELAN,WA A/C Reg. No. N1921Z Time (Lcl) - 1715 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. AIRPORT FACILITIES,WIND DIRECTION INDICATOR - FAILURE,PARTIAL
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1094 6/08/82 2NM NNM REDMOND,WA A/C Reg. No. N8730F Time (Lcl) - 2000 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

----Aircraft Information----

Make/Model - HUGHES 269A
Landing Gear - SKID
Max Gross Wt - 1575
No. of Seats - 2

Eng Make/Model - LYCOMING HO-360-B1A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/007 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - 25000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BELLEVUE,WA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
HELICOPTER

Instrument Rating(s) - NONE

Age - 46
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - 269A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	415	Last 24 Hrs -	5
Make/Model-	415	Last 30 Days-	35
Instrument-	0	Last 90 Days-	63
		Rotorcraft -	415

----Narrative----

THE ENGINE LOST POWER DURING THE CLIMB AND THE PILOT EXECUTED AN AUTOROTATION. UPON LANDING THE AIRCRAFT ROCKED BACK AND THE MAIN ROTOR SEVERED THE TAIL BOOM.

File No. - 1094 6/08/82 2NM NNM REDMOND,WA A/C Reg. No. N8730F Time (Lcl) - 2000 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. IGNITION SYSTEM,MAGNETO - FAILURE,PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 MISCELLANEOUS/OTHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1027 6/23/82 LOPEZ ISLAND,WA A/C Reg. No. N6954M Time (Lcl) - 1430 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage: DESTROYED
Fire: NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - STINSON 108-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-165-B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LOPEZ ISLAND,WA
Destination
BELLINGHAM,WA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
LOPEZ ISLAND
Runway Ident - 16
Runway Lth/Wid - 2950/ 35
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	222	Last 24 Hrs -	1
Make/Model-	10	Last 30 Days-	11
Instrument-	0	Last 90 Days-	19

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT ENGINE STOPPED AT 400 FEET AGL DURING CLIMBOUT. THE PILOT EXECUTED A TURN AT MINIMUM AIRSPEED AND LANDED THE AIRCRAFT ON A GOLF COURSE. THE LANDING GEAR AND ENGINE MOUNTS FAILED. INVESTIGATION REVEALED THE AIRCRAFT'S FUEL TANKS WERE EMPTY.

File No. - 1027 6/23/82 LOPEZ ISLAND,WA A/C Reg. No. N6954M Time (Lcl) - 1430 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. LEVEL OFF - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1040 6/27/82 KENNEWICK,WA A/C Reg. No. N5919 Time (Lcl) - 1220 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BENSEN B-8M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 547
No. of Seats - 1

Eng Make/Model - MCCULLOCH 4318E
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 72 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/012 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - 9000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
KENNEWICK
Runway Ident - 02
Runway Lth/Wid - 3500 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
GYROPLANE

Age - 43
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 664
Make/Model- 110
Instrument- UNK/NR

Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT STATED THAT HE WAS DEMONSTRATING THE GYROCOPTER'S VERTICAL DECENT CAPABILITY AT AN EAA FLY-IN. HE FLEW THE AIRCRAFT INTO THE WIND AT APPROXIMATELY 200 FEET, REDUCED POWER AND FAILED TO RECOVER FROM THE SINK RATE.

File No. - 1040 6/27/82 KENNEWICK,WA A/C Reg. No. N5919 Time (Lcl) - 1220 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1086 7/02/82 MT. VERNON,WA A/C Reg. No. N9161E Time (Lcl) - 1215 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - DUAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - MAULE M-5-235C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J1A5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/005 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 3000 FT BROKEN
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ANACORTES,WA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
BARKER
Runway Ident - 16
Runway Lth/Wid - 2000/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,SE SEA

Age - 37
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - M-5

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	1614	Last 24 Hrs -	1
Make/Model-	636	Last 30 Days-	6
Instrument-	UNK/NR	Last 90 Days-	39
		Rotorcraft -	118

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PURPOSE OF THE FLIGHT WAS DUAL TRAINING FOR SHORT FIELD OBSTACLE LANDINGS. ON THE THIRD APPROACH, A DELAYED FLARE RESULTED IN A HARD LANDING AND GEAR COLLAPSE.

File No. - 1086 7/02/82 MT. VERNON,WA A/C Reg. No. N9161E Time (Lcl) - 1215 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LEVEL OFF - IMPROPER - DUAL STUDENT

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1171 7/08/82 BELLINGHAM,WA A/C Reg. No. N9931X Time (Lcl) - 0956 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -TEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - COOT AMPHIBIAN
Landing Gear - AMPHIBIAN
Max Gross Wt - 2000
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-360-C
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 210 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/007 KTS
Visibility - 25.0 SM
Cloud Conditions(1st) - 4000 FT SCATTERED
Cloud Conditions(2nd) - 10000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
BELLINGHAM INTERNATIONAL
Runway Ident - 16
Runway Lth/Wid - 5000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA

Age - UNK/NR
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	255	Last 24 Hrs -	0
Make/Model-	4	Last 30 Days-	4
Instrument-	0	Last 90 Days-	11

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT WAS BEING FLOWN ON A LOCAL TEST FLIGHT FOLLOWING A NEW ENGINE INSTALLATION. THIS WAS ONLY THE SECOND FLIGHT FOR THIS HOME BUILT AIRCRAFT. DURING CLIMB-OUT, THE ENGINE LOST POWER AND THERE WAS INSUFFICIENT ALTITUDE FOR A NORMAL RUNWAY LANDING. THE AIRCRAFT WAS LANDED WITHIN THE AIRPORT BOUNDARIES, BUT RECEIVED HULL DAMAGE ON ROUGH TERRAIN. THE POWER LOSS WAS TRACED TO A MALFUNCTION OF THE PROPELLER GOVERNOR. ACCORDING TO THE PILOT, THIS WAS CAUSED BY A FOULED CABLE.

File No. - 1171 7/08/82 BELLINGHAM,WA A/C Reg. No. N9931X Time (Lcl) - 0956 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PROPELLER CONTROL,CABLE - INOPERATIVE
2. INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1113 7/10/82 SPOKANE,WA A/C Reg. No. N95540 Time (Lcl) - 0840 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 182Q
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 30.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
PULLMAN,WA
Destination
SPOKANE,WA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
FOWLERS NW 40
Runway Ident - N/A
Runway Lth/Wid - 1650 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 66
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	1768	Last 24 Hrs -	2
Make/Model-	550	Last 30 Days-	UNK/NR
Instrument-	247	Last 90 Days-	40
Multi-Eng -	12		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT REPORTED THAT AFTER CHECKING THE WIND SOCK, AN APPROACH WAS MADE TO THE RUNWAY OVER TREES. REPORTEDLY, THE FIRST APPROACH WAS UNCOMFORTABLE, SO A GO-AROUND WAS MADE. THE PILOT STATED THAT THE SECOND APPROACH AND TOUCHDOWN WERE NORMAL, BUT THERE WAS A WIND SHIFT AT TOUCHDOWN WHICH WAS OBSERVED BY TWO WITNESSES. REPORTEDLY AFTER LANDING, THE AIRSPEED WAS TOO SLOW FOR A GO-AROUND AND THE GROUND SPEED WAS TOO FAST TO STOP ON THE GRASS RUNWAY. THE AIRCRAFT CONTINUED OFF THE END OF THE RUNWAY, HIT A DITCH, AND NOSED OVER. THE PILOT ESTIMATED THAT THE WIND WAS BLOWING AT 8 TO 10 KTS, AND AT TOUCHDOWN, IT SWITCHED FROM A HEADWIND TO A TAILWIND. THE DENSITY ALTITUDE WAS ABOUT 3400 FT.

File No. - 1113 7/10/82 SPOKANE,WA A/C Reg. No. N95540 Time (Lcl) - 0840 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - UNFAVORABLE WIND
4. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1032 7/24/82 KENT,WA A/C Reg. No. N82651. Time (Lcl) - 1330 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage: DESTROYED
Fire: NONE

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

----Aircraft Information----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ISSAQUAN,WA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND,SE SEA

Instrument Rating(s) - AIRPLANE

Age - 45
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	10100	Last 24 Hrs -	0
Make/Model-	350	Last 30 Days-	70
Instrument-	1500	Last 90 Days-	175
Multi-Eng -	2100		

----Narrative----

DURING PRACTICE STEEP TURNS THE AIRCRAFT ENCOUNTERED ITS WAKE TURBULENCE. MANUEVERS TO REGAIN CONTROL WERE NOT EFFECTIVE. THE AIRCRAFT CONTACTED TREES IN A NOSE LOW ATTITUDE.

File No. - 1032 7/24/82 KENT,WA A/C Reg. No. N82651 Time (Lcl) - 1330 PDT

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation MANEUVERING

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1009 4/28/82 RIDGEVILLE,WI A/C Reg. No. N5204M Time (Lcl) - 1410 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BEECH BE-19
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 180/012 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LACROSSE,WI
Destination
OSHKOSH,WI

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 21
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	38	Last 24 Hrs -	4
Make/Model-	38	Last 30 Days-	4
Instrument-	0	Last 90 Days-	10

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT DEPARTED OSHKOSH, WI ON A ROUND ROBIN CROSS COUNTRY FLIGHT. THE FLIGHT WAS DESTINED FOR ROCKFORD, IL, LACROSSE, WI AND OSHKOSH. THE AIRCRAFT DEPARTED OSHKOSH WITH FULL FUEL TANKS AND WAS NOT REFUELED EN ROUTE. THE TOTAL DURATION OF THE FLIGHT WAS 4 HOURS 15 MINUTES. THE AIRCRAFT STRUCK A FENCE DURING A FORCED LANDING. EXAMINATION OF THE AIRCRAFT REVEALED NO EVIDENCE OF FUEL IN EITHER FUEL TANK.

File No. - 1009 4/28/82 RIDGEVILLE,WI A/C Reg. No. N5204M Time (Lcl) - 1410 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
4. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1115 4/29/82 KENOSHA,WI A/C Reg. No. N48732 Time (Lcl) - 0853 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage: DESTROYED
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
KENOSHA,WI
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Age - 22
Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)
PRIVATE
SE LAND
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR
Flight Time (Hours)
Total - 58
Make/Model- 5
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 1

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT CRASHED IN A STEEP NOSED DOWN ATTITUDE WHILE THE PILOT AND ONE PASSENGER WERE ON A LOCAL FLIGHT. PRIOR TO THE ACCIDENT, WITNESSES OBSERVED THE PILOT PRACTICING STALLS BELOW 1000 FT. NO PRECRASH FAILURES WERE FOUND. THE LAST ENTRY IN THE PILOT'S LOGBOOK WAS DATED 12/21/81.

File No. - 1115 4/29/82 KENOSHA,WI A/C Reg. No. N48732 Time (Lcl) - 0853 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INTENTIONAL - PILOT IN COMMAND
3. IMPROPER DECISION - PILOT IN COMMAND
4. CLEARANCE - NOT FOLLOWED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,6

Factor(s) relating to this accident is/are finding(s) 5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1174 4/15/82 20MN OF JACKSON,WY A/C Reg. No. N3748D Time (Lcl) - 0630 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage: SUBSTANTIAL
Fire: NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 182A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 8200
No. of Seats - 4
Eng Make/Model - CONTINENTAL O-470-K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP
ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - SNOW
Condition of Light - DAWN

Itinerary
Last Departure Point
JACKSON,WY
Destination
BOULDER,CO

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - SNOW - WET
SNOW - CRUSTED

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
Instrument Rating(s) - AIRPLANE

Age - 53
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	2000	Last 24 Hrs -	0
Make/Model-	150	Last 30 Days-	0
Instrument-	195	Last 90 Days-	8

----Narrative----

THE PILOT REPORTED THAT HE BECAME INVOLVED IN A DETERIORATING WEATHER CONDITION WHILE MANEUVERING IN A MOUNTAINOUS AREA. HE ATTEMPTED TO RETURN TO THE DEPARTURE AIRPORT, BUT THE WEATHER CONDITIONS (SNOWSHOWERS) BECAME WORSE. HE ELECTED TO MAKE A PRECAUTIONARY LANDING IN A HAY FIELD SINCE THE AIRCRAFT WAS NOT EQUIPPED FOR IFR FLIGHT. WHILE LANDING ON SNOW COVERED TERRAIN, THE NOSE GEAR FAILED AND THE AIRCRAFT NOSED OVER.

File No. - 1174 4/15/82 20MN OF JACKSON,WY A/C Reg. No. N3748D Time (Lcl) - 0630 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. TERRAIN CONDITION - HIGH TERRAIN
4. WEATHER CONDITION - SNOW

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1060 5/21/82 GILLETTE,WY A/C Reg. No. N6415X Time (Lcl) - 1630 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 180D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 260/008 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SCOTTSBLUFF,NB
Destination
GILLETTE,WY

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - TOWER
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
GILLETTE-CAMPBELL COUNTY
Runway Ident - 33
Runway Lth/Wid - 6507/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 50
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	1100	Last 24 Hrs -	2
Make/Model-	7	Last 30 Days-	17
Instrument-	8	Last 90 Days-	17

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT SWERVED OFF THE RUNWAY TO THE LEFT 1500 FEET FROM THE APPROACH END AND THE RIGHT MAIN GEAR COLLAPSED. EXAMINATION REVEALED THREE OF FIVE "BRAKE ANTI-RATTLE CLIPS" WERE MISSING FROM EACH BRAKE ASSEMBLY, ALLOWING THE BRAKE DISK TO WABBLE. INSPECTION ALSO REVEALED A LACK OF PROPER MAINTENANCE OF THE LANDING GEAR AND BRAKE ASSEMBLIES.

File No. - 1060 5/21/82 GILLETTE,WY A/C Reg. No. N6415X Time (Lcl) - 1630 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. SERVICE OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
4. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1080 6/23/82 PINEDALE,WY A/C Reg. No. N57508 Time (Lcl) - 1330 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	1
Pass	0	0	0	0
Other	0	0	0	0

----Aircraft Information----

Make/Model - BELLANCE 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 3

Eng Make/Model - LYCOMING O-320A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
RALPH WENZ
Runway Ident - 29
Runway Lth/Wid - 7140 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 58
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	1096	Last 24 Hrs	0
Make/Model	0	Last 30 Days	UNK/NR
Instrument	64	Last 90 Days	41

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING A RUNNING TAKEOFF THE PILOT ALLOWED THE AIRCRAFT TO LOSE CONTROL. THE AIRCRAFT WENT OFF THE RUNWAY, SWERVED, BOUNCED INTO THE AIR AND NOSED OVER.

File No. - 1080 6/23/82 PINEDALE,WY A/C Reg. No. N57508 Time (Lcl) - 1330 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
4. RUNNING TAKEOFF - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

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