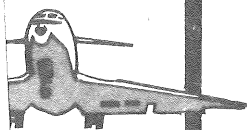


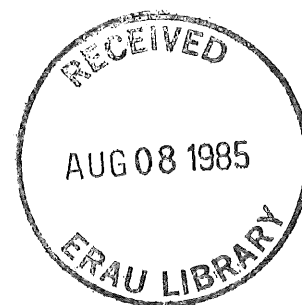
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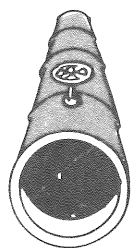
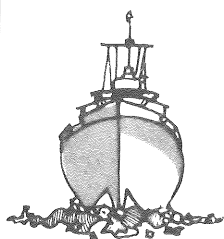
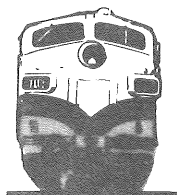
NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

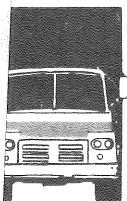
AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 8 OF 1983 ACCIDENTS



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Issue 8



UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-85/09		2. Government Accession No. PB85-916909		3. Recipient's Catalog No.	
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12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				13. Type of Report and Period Covered 200 U.S. General Aviation and Air Carrier Accidents Occurring in 1983 in Brief Format	
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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 1983. 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 operation and type of aircraft. File Numbers: 1401 through 1600					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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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/incident reports arranged in state and date order.

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 or 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 Accidents.

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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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 Accidents

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 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:

Personal

Flying by individuals in their 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.

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.

FILE ORDER LISTING

ISSUE NUMBER 8

CALENDAR YEAR 1983

File Order Listing - Issue No. 8, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1401	444FS	081983	SOMERVILLE, NJ	CESSNA	172M	NONE	294
1402	407L	070683	DENVER, IA	STEEN	SKYBOLT	MINOR	168
1403	50509	072383	SEWARD, AK	BELLANCA	CITABRIA 7	MINOR	8
1404	4368E	073083	ORANGE CITY, IA	AERONCA	11CC	SERIOUS	172
1405	1459J	071983	KANSAS CITY, MO	ROCKWELL	112A	MINOR	246
1406	47WJ	033083	HOMESTEAD, FL	BELL	47G2	SERIOUS	114
1407	1LG	013083	ARCHER, FL	BELLANCA	17-31A	SERIOUS	110
1408	32240	081383	FARLEY, MO	PIPER	PA-28R-200	SERIOUS	252
1409	723CA	080183	KANSAS CITY, MO	DE HAVILLAND	DHG-6-300	NONE	248
1410	9078Z	082383	NASHUA, NH	ROBINSON	R-22	SERIOUS	288
1411	372T	091083	TRENTON, MO	PIPER	PA-14	FATAL	258
1412	6155S	082783	MURRAY, KY	AIR AND SPAC	18-A	NONE	224
1413	5500C	081283	KENNESAW, GA	BELLANCA	8-KCAB-150	NONE	158
1413	69113	081283	KENNESAW, GA	CESSNA	152	NONE	156
1414	61313	072983	MONROE, GA	CESSNA	150J	NONE	154
1415	3112U	052883	TALLASSEE, AL	CESSNA	182F	MINOR	20
1416	21991	051283	CHERAW, SC	CESSNA	150L	FATAL	328
1417	80329	071083	SYLVESTER, GA	CESSNA	172M	MINOR	152
1418	9592A	041283	PLENTYWOOD, MT	CESSNA	170A	NONE	262
1419	3915C	073183	COUNCIL BLUFFS, IA	ROTEC	RALLY 3	NONE	174
1420	25087	072883	NORTH PLATTE, NE	PIPER	PA-38	NONE	278
1421	89876	072683	HOLTON, KS	CESSNA	152	NONE	198
1422	4412L	092583	ERIE, CO	EIPPER	QUICKSILVE	MINOR	102
1423	7418F	042183	HOLLANDALE, MN	HUGHES	300C	NONE	238
1424	2444N	042183	MIDDLETON, WI	PIPER	PA-38-112	NONE	368

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1425	94282	102883	BELFAIR, WA	CESSNA	C-152-II	FATAL	366
1426	6439X	072483	BARROW, AK	CESSNA	C-180D	SERIOUS	10
1427	6587C	022583	NUIQSUT, AK	DOUGLAS	DC-6A	NONE	2
1428	343BA	111383	SATANTA, KS	BEECHCRAFT	A-36	NONE	210
1429	3630X	111683	SARGENT, NE	AERO COMMAND	100	NONE	284
1430	2188S	061283	ALVA, FL	CESSNA	210L	NONE	124
1431	3364V	061883	MIAMI BEACH, FL	BEECH	BE-35	NONE	126
1432	72548	032583	LONG BEACH, CA	CESSNA	120	NONE	52
1433	8773F	071583	MESA, AZ	HUGHES	269	NONE	40
1434	36RJ	060583	PALO ALTO, CA	JOHNSON	VARI-EZE	NONE	64
1435	9854T	060483	CARMEL VALLEY, CA	CESSNA	172A	NONE	62
1436	5328D	070683	HAWTHORNE, NV	CESSNA	180A	NONE	302
1437	6669E	060483	COLUMBIA, CA	CESSNA	172N	MINOR	60
1438	3895Z	041583	LIKELY, CA	PIPER	PA18-150	SERIOUS	54
1439	8348Z	060783	MEADVIEW, AZ	PIPER	PA-28RT-20	MINOR	36
1440	6073Z	061083	NEW RIVER, AZ	PIPER	PA-25	NONE	38
1441	3380Z	052883	HILGER, MT	PIPER	PA-18A-150	SERIOUS	264
1442	185JS	092883	FAIRBANKS, AK	CESSNA	185	NONE	18
1443	53326	080283	KANSAS CITY, MO	CESSNA	172P	NONE	250
1444	5843C	090883	GRAIN VALLEY, MO	BEECH	C35	SERIOUS	256
1445	485B	062883	LEHIGH ACRES, FL	BEECH	V35A	SERIOUS	128
1446	812EZ	070383	NEAR CAPTIVA, FL	LONG	EZE	FATAL	132
1447	9403G	072283	BRYCE CANYON, UT	CESSNA	U206E	NONE	354
1448	7904	081583	HATLEY, GA	GRUMMAN	G164A	MINOR	160
1449	139TS	082983	FLORALA, AL	PIPER/TED SM	600-A	NONE	26

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1450	5262N	071683	ORANGE CITY, VA	CESSNA	182Q	NONE	360
1451	5172G	071283	N. MYRTLE BEACH, SC	CESSNA	305A	MINOR	332
1452	1584M	071683	BURLINGTON, CO	CESSNA	188A	NONE	96
1453	80711	060183	DEVILS TOWER, WY	BELL	47G3-B1	NONE	378
1454	2183A	081283	PARKER, CO	PIPER	PA-22-135	NONE	98
1455	8821M	070383	CORNELIA, GA	BEECH	55	NONE	150
1456	9381G	070283	PRATTVILLE, AL	CESSNA	A188B	NONE	22
1457	2531U	082283	RIDGELAND, SC	PIPER	PA-28-181	MINOR	336
1458	9046A	072483	CUMBERLAND, KY	BELL	47G-2	MINOR	218
1459	8127F	102883	GARNETT, KS	CESSNA	150F	NONE	208
1460	2446L	071283	FARRAGUT, IA	PIPER	PA-38-112	NONE	170
1462	77191	082783	KOTLIK, AK	CESSNA	140	NONE	12
1463	8273G	091283	ANCHORAGE, AK	CESSNA	206	NONE	16
1464	1177Q	110583	RHINEBECK, NY	CESSNA	210L	FATAL	314
1465	69K	012183	LEESBURG, FL	BEECH	C45H	SERIOUS	108
1466	6651Z	052983	DELTA, UT	PIPER	PA-25-235	MINOR	352
1467	8399U	083083	EBENSBURG, PA	CESSNA	172F	NONE	324
1468	757PS	082283	ISLIP, NY	CESSNA	152	NONE	306
1469	NONE	082283	CARTHAGE, MO	AIRMASS	SUNBURST	FATAL	254
1470	8402P	060783	GOV'T CAMP, OR	PIPER	PA28RT-201	FATAL	316
1471	59123	040783	AVON, CT	CESSNA	210L	NONE	104
1472	1298F	061983	SOUTH FORK, MO	CESSNA	172N	FATAL	242
1474	725M	051283	GARDNER, KS	BEECH	D55	SERIOUS	196
1475	4148W	092283	POMONA, NJ	BEECH	B55	NONE	298
1476	30724	090883	GLENS FALLS, NY	CESSNA	177B	MINOR	310

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1477	64200	091083	LEBANON, NH	BEECH	58P	NONE	292
1478	7439N	040583	ROCKY FACE, GA	CESSNA	182	FATAL	146
1479	7527E	031083	WRIGHT, WY	CHAMPION	7EC	FATAL	376
1480	5759D	041183	SALT LAKE CITY, UT	BELL	206L-1	FATAL	350
1481	2943Z	051383	AURORA, CO	PIPER	PA28R-201T	NONE	90
1482	4060A	030583	HUBBARDS FORK, KY	DOUGLAS	B-26C	FATAL	214
1483	6418V	040983	GAINESVILLE, FL	CESSNA	172RG	FATAL	118
1484	2081X	022383	CHULUOTA, FL	CESSNA	182H	FATAL	112
1485	63044	022683	WHEELING, IL	CESSNA	150	NONE	184
1486	95180	110783	GATZKE, MN	TAYLORCRAFT	BC-12D	MINOR	240
1487	8678A	092983	ORLANDO, FL	BEECH	A35	NONE	142
1488	737HT	071583	SUPERIOR, NE	CESSNA	172	NONE	276
1489	911AA	071983	CHESTERFIELD, MO	AMERICAN EAG	2-PLACE	FATAL	244
1490	90916	091083	BERLIN, MD	BELLANCA	8GCBC	FATAL	228
1491	82243	122183	BELLVILLE, TX	AERONCA	7DC	NONE	348
1492	49024	090483	FRANKFORT, IL	CESSNA	152	NONE	188
1493	704UG	111483	ELIOT, ME	CESSNA	150	NONE	234
1494	1272M	110683	KIMBALL, NE	CESSNA	T337E	MINOR	280
1495	46644	102783	AUGUSTA, KS	CESSNA	152	NONE	206
1496	39431	033083	MIAMI, FL	STINSON	10A	NONE	116
1498	275ZA	060383	CLEARWATER, FL	BEECH	58	NONE	122
1499	95176	013083	ALTON, ME	TAYLORCRAFT	BC12-D	FATAL	232
1500	8235N	051783	NEAR SOUTH BAY, FL	PIPER	PA-28-140	FATAL	120
1501	6003W	082483	ENDICOTT, NY	PIPER	PA-28-140	NONE	308
1502	906BG	082983	JULIAN, PA	BURKHART GRO	FLUGZEUGBA	NONE	322

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1503	1856V	091583	FISHERS ISLAND, NY	CESSNA	140	NONE	312
1505	5885V	032783	ROANOKE, VA	PIPER	PA-34-200T	FATAL	358
1506	1186B	111283	CASA GRANDE, AZ	LUSCOMBE	8A	MINOR	46
1507	4509B	112683	OCOTILLO WELLS, CA	CESSNA	180	NONE	84
1508	62BG	112783	CALIFORNIA CITY, CA	BURKHART GRO	G-103	SERIOUS	86
1509	1112B	112783	CALIENTE, CA	HUGHES	369D	NONE	88
1510	3430R	090483	SANTA PAULA, CA	CESSNA	182L	NONE	80
1511	7558	102383	NEW RIVER, AZ	SCHWEIZER	SGS 2-33A	NONE	44
1512	213SP	081883	SARASOTA, FL	PIPER	PA-38-112	NONE	140
1513	9302K	110683	NEEDLES, CA	CESSNA	188	NONE	82
1514	1FQ	070283	GAINESVILLE, FL	LAKE	LA-4	NONE	130
1515	93508	070383	NEAR TAMPA, FL	CESSNA	152	NONE	134
1516	1790	033183	HIAWATHA, KS	CASSUTT	III M SPOR	NONE	194
1517	8169C	111883	KEARNEY, NE	PIPER	PA-32-201	NONE	286
1518	1040S	022583	COUNCIL BLUFFS, IA	HUGHES	TH-55A	MINOR	166
1519	8835F	063083	GASTONIA, NC	HUGHES	269A	NONE	270
1520	4698	090783	ESTILL, SC	GRUMMAN	G-164A	NONE	338
1521	4187X	031683	CORCORAN, CA	ROCKWELL INT	S-2R	NONE	50
1522	5022L	110883	ST. MICHAELS, MD	LAKE	LA-4-200	FATAL	230
1523	5096K	062683	DENTON, NC	CESSNA	172N	MINOR	268
1524	16JF	081383	LOUISVILE, KY	PICCARD	AX-6	NONE	220
1525	88477	080183	PANAMA CITY, FL	BELLANCA	8GCBC	MINOR	136
1526	471KC	080583	MIAMI, FL	BELL	47G-2	NONE	138
1527	8576L	090583	QUEBRADILLAS, PR	PIPER	PA-25-260	MINOR	326
1528	8229A	111683	MILLARD, NE	PIPER	PA-32RT-3	NONE	282

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1529	738NV	080283	BIRMINGHAM, AL	CESSNA	172N	NONE	24
1530	8438K	090283	TYLER, AL	SCHWEIZER	G-164B	MINOR	28
1531	43340	090383	BELEN, NM	PIPER	PA-28-140	NONE	300
1532	4395V	052683	FLORENCE, SC	CESSNA	195	NONE	330
1533	2860N	041883	SPICEWOOD, TX	NONE	NONE	NONE	344
1534	9419F	072983	SUMMERVILLE, SC	HUGHES	269B	NONE	334
1535	731PP	032483	HOUSTON, MS	CESSNA	188B	NONE	260
1536	4980V	041683	DAVIS, CA	BEECH	E-18S	NONE	56
1537	2334V	060483	TEMECULA, CA	PIPER	PA-38-112	NONE	58
1538	5743S	062683	PHELAN, CA	SCHWEIZER	SGS 1-26B	NONE	66
1539	13658	072183	SANTA MONICA, CA	CESSNA	172M	NONE	68
1540	5523X	080683	BRENTWOOD, CA	ROCKWELL	S2R	NONE	72
1541	7699Y	080683	FLAGSTAFF, AZ	PIPER	PA-18-150	SERIOUS	42
1542	6319S	032683	GLENDALE, AZ	CESSNA	150G	NONE	34
1543	83223	020983	DAVIS, CA	PIPER	PA-44-180T	NONE	48
1544	52023	080983	JEAN, NV	CESSNA	172P	MINOR	304
1545	6512Q	080983	AFTON, CA	ALON	A2	NONE	74
1546	8874Q	080483	CANTUA CREEK, CA	ROCKWELL	S2R	MINOR	70
1547	5331T	083083	MIDDLEBOURNE, WV	CESSNA	172E	MINOR	372
1548	5762L	111483	WIOTA, IA	AMERICAN	AA1	NONE	176
1549	3828N	052083	STANTON, KY	BEECH	A36	MINOR	216
1550	53445	100183	COLUMBIA, SC	CESSNA	172P	NONE	340
1551	452CC	092083	JONESBORO, GA	BEECHCRAFT	E18S	NONE	162
1552	4022K	100883	WYOMING, MI	ADAMS	AB	SERIOUS	236
1553	62971	091183	WHEELING, IL	PIPER	PA-31-350	NONE	190

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1556	6105L	081083	BISHOP, CA	AMERICAN GRU	AA1	NONE	76
1557	NONE	082183	PENN VALLEY, CA	MANTA	FLEDGE 2B-	SERIOUS	78
1558	1057Q	032183	ROCHESTER, IL	PIPER	PA-32R-300	FATAL	186
1559	48687	083083	EAST BERNARD, TX	GRUMMAN	G-164B	MINOR	346
1560	29958	053083	ENGLEWOOD, CO	DOUGLAS	DC-3C	NONE	92
1561	25873	062283	HARWOOD, ND	STOLP	SA750	FATAL	272
1562	65236	070783	COLORADO SPRING, CO	BEECH	C-23	NONE	94
1563	7606Z	083183	LAMAR, CO	PIPER	PA-25-260	SERIOUS	100
1565	63666	100283	PARKERSBURG, WV	CESSNA	C-150	NONE	374
1566	7814A	111783	TOPEKA, KS	CESSNA	180A	NONE	212
1567	25958	102683	CLEARWATER, FL	CESSNA	152	NONE	144
1568	1251L	092383	EASTSOUND, WA	LAKE AIRCRAF	LA-4-200	FATAL	364
1570	2070J	081383	WAHPETON, ND	CESSNA	T188L	NONE	274
1571	4415V	091383	SPANISH FORK, UT	WORMLEY	WIZARD/T-3	MINOR	356
1572	4415W	101683	LIBBY, MT	BENSON	B8M	SERIOUS	266
1573	15419	102883	WARSAW, IN	PIPER	PA-32-260	NONE	192
1575	23183	103083	LA CROSSE, WI	CESSNA	150	NONE	370
1576	95460	062483	FORT YUKON, AK	DOUGLAS	DC-3	NONE	4
1577	3501R	091083	MANCHESTER, NH	BEECH	A23	NONE	290
1578	6638Y	062983	PITTSFIELD, MA	PIPER	PA-23-250	NONE	226
1579	5179G	090483	SEASIDE HEIGHTS, NJ	CESSNA	305A	NONE	296
1580	64006	091983	DOVER, DE	CESSNA	C172M	NONE	106
1581	31CE	093083	BIRMINGHAM, AL	BEECH	58	NONE	30
1582	67699	100183	MCCULLOUGH, AL	HILLER	UH-12B	NONE	32
1583	4552T	081083	JAMESTOWN, TN	PIPER	PA-28-140	NONE	342

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1584	67621	080883	BENTON, KS	CESSNA	152	NONE	204
1585	7620Z	080583	BENTLEY, KS	PIPER	PA-25-235	FATAL	200
1586	6271H	070683	DILLINGHAM, AK	CESSNA	207A	MINOR	6
1587	94547	091083	EAGLE RIVER, AK	CESSNA	C-152	SERIOUS	14
1588	5631G	103183	NEAR CHALLIS, ID	CESSNA	150K	FATAL	180
1589	49842	111383	INKOM, ID	JODEL-BERNIE	JODEL F-11	FATAL	182
1590	5941L	061683	LOCUST GROVE, GA	GRUMMAN	AA1	SERIOUS	148
1591	6403Y	102183	GULF OF MEXICO, GM	PIPER	PA-23	NONE	164
1592	4739Y	080583	LUDELL, KS	PIPER	PA-25-235	MINOR	202
1593	5234M	101483	TOPPING, VA	BEECH	B-23	NONE	362
1594	2882L	082083	FALLS OF ROUGH, KY	CESSNA	172	NONE	222
1598	53079	110883	4NM W OF BORING, OR	CESSNA	A185F	FATAL	320
1599	4772Q	081383	BOISE, ID	CESSNA	185E	NONE	178
1600	60754	080783	GRANTS PASS, OR	CESSNA	150J	NONE	318

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 8 OF 1983 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1427

2/25/83

NUIQSUT,AK

A/C Reg. No. N6587C

Time (Lcl) - 1208 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	3
0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - DOUGLAS DC-6A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 92600
No. of Seats - 3

Eng Make/Model - P & W R-2800-52W
Number Engines - 4
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/030 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- BLOWING SNOW
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FAIRBANKS,AK

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg -

Airport Proximity
ON AIRPORT

Airport Data

NUIQSUT
Runway Ident - UNK/NR
Runway Lth/Wid - 5000/ 100
Runway Surface - GRAVEL
Runway Status - ICE COVERED

-----Personnel Information-----

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - DC-6A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 10000
Make/Model- 2000
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPTAIN REPORTED THAT THE ACFT MOVED FASTER AT IDLE PWR BECAUSE THE CARGO HAD BEEN OFFLOADED. WHEN HE CHECKED THE BRAKES HALFWAY DOWN THE TAXIWAY HE FOUND THAT THE BRAKES WOULD NOT SLOW THE ACFT ON GLARE ICE AND SNOW. THE FLT ENGINEER BEGAN REVERSING THE PROPELLERS. APPROACHING THE RUNWAY THE ACFT BEGAN TO TURN UNTIL THE NOSE WHEEL BEGAN SKIDDING. THE ACFT WAS STRAIGHTENED OUT BEFORE IT SLID THRU A SNOWBANK INTO A SNOW FILLED DITCH ON THE OPPOSITE SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1427

2/25/83

NUIQSUT,AK

A/C Reg. No. N6587C

Time (Lc1) - 1208 AST

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

Finding(s)

1. AIRPORT FACILITIES, TAXIWAY CONDITION - SNOW COVERED
2. AIRPORT FACILITIES, TAXIWAY CONDITION - ICY
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - HIGH WIND
5. WEATHER CONDITION - GUSTS
6. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

9. TERRAIN CONDITION - SNOWBANK
10. TERRAIN CONDITION - DITCH

-----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) 1,2,3,4,5,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1576 6/24/83 FORT YUKON, AK A/C Reg. No. N95460 Time (Lcl) - 1920 ADT

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage									
Name of Carrier	-YUKON AIR SERVICE, INC.	SUBSTANTIAL									
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0	Minor	0	None	3
Flight Conducted Under	-14 CFR 135	IN FLIGHT	Pass	0	0	0	0	0	15		
Accident Occurred During	-CRUISE										

-----Aircraft Information-----

Make/Model	- DOUGLAS DC-3	Eng Make/Model	- P&W R1830-92	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 24247	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 29	Rated Power	- 1045 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	OFF AIRPORT/STRIP	
Method	- TELEPHONE		
Completeness	- FULL	Airport Data	
Basic Weather	- VMC	FAIRBANKS METRO	
Wind Dir/Speed	- 360/010 KTS	Runway Ident	- 06
Visibility	- 50.0 SM	Runway Lth/Wid	- 4400/ 100
Lowest Sky/Clouds	- CLEAR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 7950	Last 24 Hrs - 7
SE LAND, ME LAND	Months Since - 6	Make/Model - 3000	Last 30 Days - 150
	Aircraft Type - C-402	Instrument - 720	Last 90 Days - 250
		Multi-Eng - 4000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD AN IN-FLT FIRE IN THE ACCESSORY SECTION OF THE LT ENG. ACCORDING TO THE PASSENGER THERE WAS A LONG DELAY BETWEEN OUTBREAK OF FIRE AND CORRECTIVE ACTION BY THE CREW. THE PASSENGERS ALSO COMMENTED ON THE LACK OF COMMUNICATION FROM THE COCKPIT TO THE CABIN. THE PILOT LANDED AT METRO FIELD WHERE THERE WAS NO EMERGENCY EQUIPMENT. EXAMINATION REVEALED THAT THE ENG FIRE WAS THE RESULT OF FUEL LEAKAGE AT THE ENG-DRIVEN FUEL PUMP INLET AND OUTLET FITTING TO FUEL LINE CONNECTIONS.

Brief of Accident (Continued)

File No. - 1576

6/24/83

FORT YUKON, AK

A/C Reg. No. N95460

Time (Lc1) - 1920 ADT

Occurrence

FIRE

Phase of Operation

CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, LINE FITTING - LOOSE
 2. FLUID, FUEL - LEAK
 3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
 4. CREW/GROUP COORDINATION - POOR - COPILOT
 5. SUPERVISION - POOR - PILOT IN COMMAND
 6. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1586 7/06/83 DILLINGHAM, AK A/C Reg. No. N6271H Time (Lcl) - 1233 ADT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-SOUTHWEST AIRWAYS	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	1	10
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- CESSNA 207A	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		UNK/NR	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	DILLINGHAM, AK		NONE	
Wind Dir/Speed	- 210/008 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 50.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- UNK/NR
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2032	Last 24 Hrs - 6
SE LAND	Months Since - 4	Make/Model - 385	Last 30 Days - 150
	Aircraft Type - C-206	Instrument - 54	Last 90 Days - 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A BEACHED UNOCCUPIED 18 FT SKIFF DURING A TAKEOFF ATTEMPT FROM A SOFT BEACH. THIS ACFT IS A 7 PLACE MODEL. AT THE TIME OF THE ACCIDENT THERE WERE 12 OCCUPANTS ON BOARD. THE ACFT WAS NOT OVERWEIGHT BECAUSE SEVERAL OCCUPANTS WERE CHILDREN BEING HELD BY ADULTS. THE ACFT WAS HOWEVER OUT OF C.G. IN ADDITION, THE SOFT SAND ON THE BEACH WAS CROSSED BY A NUMBER OF FISH NET LINES. ONE OF THE PASSENGERS SAID THE TAIL DRAGGED ON THE BEACH DURING THE TAKEOFF ROLL. THE PILOT SAID HE HAD CUT THE POWER TO ABORT BECAUSE OF SLOW ACCELERATION WHEN HE HIT THE BOAT AND NOSED OVER. IT COULD NOT BE DETERMINED WHEN THE SKIFF WAS PLACED ON THE BEACH. NOT ALL OCCUPANTS WERE USING SAFETY BELTS.

Brief of Accident (Continued)

File No. - 1586

7/06/83

DILLINGHAM, AK

A/C Reg. No. N6271H

Time (Lc1) - 1233 ADT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - OBJECT
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
 4. TERRAIN CONDITION - SOFT
 5. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - IMPROPER - PILOT IN COMMAND
 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 7. JUDGEMENT - POOR - PILOT IN COMMAND
 8. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

9. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7,8,9

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. - 1403 7/23/83 SEWARD, AK A/C Reg. No. N50509 Time (Lcl) - 1400 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL OBSERVATION	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - BELLANCA CITABRIA 7GCBC	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CORDOVA, AK	SEWARD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 6000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WATER-CALM
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3500
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model- 1662
	Aircraft Type - 7GCBC	Instrument- 6
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 360

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS FLYING AT 200 FEET AGL, AT ABOUT 65 MPH IN A LEFT TURN, SPOTTING FISH FOR A FISHING VESSEL WHEN A MAP THAT WAS ON HIS LAP FELL TO THE FLOOR. WHEN HE REACHED FOR IT HIS LEFT HAND HIT THE THROTTLE, REDUCING POWER. BEFORE HE COULD RECOVER THE AIRCRAFT STRUCK THE WATER. THERE WERE NO MECHANICAL MALFUNCTIONS THAT CONTRIBUTED TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1403

7/23/83

SEWARD, AK

A/C Reg. No. N50509

Time (Lcl) - 1400 ADT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

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

Finding(s)

2. TERRAIN CONDITION - WATER, GLASSY
 3. DESCENT - UNCONTROLLED - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1426 7/24/83 BARROW,AK A/C Reg. No. N6439X Time (Lcl) - 1630 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -TAXI			0	3	1	0

-----Aircraft Information-----

Make/Model - CESSNA C-180D	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BARROW,AK	BARROW
Wind Dir/Speed- 060/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WATER-CALM
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 400
SE LAND,SE SEA	Months Since - UNK/NR	Make/Model- 200
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS TAXIING DOWNRIVER, DOWNWIND IN ORDER TO GET AROUND TWO BENDS IN THE RIVER TO A STRAIGHT SECTION WHERE A TAKEOFF COULD BE MADE. THE LEFT FLOAT OF THE AIRCRAFT STRUCK A SANDBAR, CAUSING THE AIRCRAFT TO ROLL END OVER END.

Brief of Accident (Continued)

File No. - 1426

7/24/83

BARROW, AK

A/C Reg. No. N6439X

Time (Lc1) - 1630 ADT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. TERRAIN CONDITION - SAND BAR
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

-----Probable Cause-----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1462 8/27/83 KOTLIK,AK

A/C Reg. No. N77191

Time (Lc1) - 1245 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 140

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1450

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 - YES

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 270/005 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 1500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

EMMONAK,AK

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

KOTLIK

Runway Ident - 16

Runway Lth/Wid - 2400/ 60

Runway Surface - GRAVEL

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - VISUAL STRAIGHT-IN

-----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 - 434 Last 24 Hrs - 1

Make/Model- 24 Last 30 Days- UNK/NR

Instrument- 4 Last 90 Days- 88

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE RWY AND THE RIGHT MAIN LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1462

8/27/83

KOTLIK,AK

A/C Reg. No. N77191

Time (Lc1) - 1245 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1587

9/10/83

EAGLE RIVER, AK

A/C Reg. No. N94547

Time (Lcl) - 1600 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL				
Flight Conducted Under	- 14 CFR 91				
Accident Occurred During	- MANEUVERING				

Type of Operation - INSTRUCTIONAL

Fire

Crew

0

2

0

0

Flight Conducted Under - 14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During - MANEUVERING

-----Aircraft Information-----

Make/Model - CESSNA C-152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 110 HP

-----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

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BIRCHWOOD, AK

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

CFI

SE LAND, ME LAND

Age - 22

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1100

Last 24 Hrs - 2

Make/Model- 650

Last 30 Days- UNK/NR

Instrument- 138

Last 90 Days- 70

Multi-Eng - 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH RISING TERRAIN WHILE MANEUVERING DURING A TRAINING FLT AT AN ALT OF 3000 FT MSL. THE ACFT WAS DESTROYED AND THE 2 OCCUPANTS SERIOUSLY INJURED. THE CFI STATED THAT THERE WERE NO MECHANICAL MALFUNCTIONS WHICH CONTRIBUTED TO THE ACCIDENT AND THE ACFT CRASHED DURING A TURN IN RISING TERRAIN. INVESTIGATION REVEALED THE ACFT WAS WITHIN WEIGHT AND C.G. LIMITS. THE ACFT LEFT ON 9/10 AT 1515 HOURS AND CRASHED AT 1600 HOURS. IT WAS REPORTED MISSING AT 1624 ON 9/11 BY THE CFI'S SISTER. NO FLT PLAN WAS FILED SO FSS HAD NO KNOWLEDGE OF THE FLT. ELMENDORF RCC DID RECEIVE AN ELT SIGNAL PRIOR TO THE SISTERS REPORT. CAP WAS NOTIFIED AT 1750 ON 9/11. THE ACFT WAS FOUND BY A CIVILIAN ACFT AT 1839 HOURS. AT 1945 USAF RESCUE WAS LAUNCHED. THERE WAS NO SURVIVAL EQUIPMENT ON THE ACFT.

Brief of Accident (Continued)

File No. - 1587

9/10/83

EAGLE RIVER, AK

A/C Reg. No. N94547

Time (Lcl) - 1600 ADT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. AIRCRAFT PERFORMANCE, TURN CAPABILITY - EXCEEDED
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND(CFI)

----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1463 9/12/83 ANCHORAGE, AK A/C Reg. No. N8273G Time (Lcl) - 2045 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 206	Eng Make/Model	- CONTINENTAL IO-520-A	ELT Installed/Activated	- YES/YES
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	ANCHORAGE, AK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		- N/A
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 550	Last 24 Hrs - 1
SE LAND, ME LAND, SE SEA	Months Since - 21	Make/Model - 81	Last 30 Days - 15
	Aircraft Type - C-206	Instrument - 100	Last 90 Days - 30
		Multi-Eng - 50	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH WIRES AND CRASHED TAIL FIRST INVERTED DURING A FORCED LANDING AFTER THE ENGINE STOPPED. THE PLT SAID HE WAS DESCENDING FROM 1200 FT TO 600 FT FOR FT HOOD SEGMENT WHEN ENGINE QUIT. THE WEATHER WS VMC. THE PLT TRIED TO MAKE IT TO MUD FLATS WITH HIS FLOAT PLANE BUT APPEARED TO BE SHORT SO HE DIVERTED TO AN OPEN AREA. HE SAW THE WIRES TOO LATE. THE PILOT BELIEVED HE MAY HAVE RUN A TANK DRY BEFORE SWITCHING THE TANK SELECTOR.

Brief of Accident (Continued)

File No. - 1463

9/12/83

ANCHORAGE, AK

A/C Reg. No. N8273G

Time (Lc1) - 2045 ADT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SUPPLY - INATTENTIVE - 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 - WIRE, TRANSMISSION
4. LIGHT CONDITION - DARK NIGHT

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1442

9/28/83

FAIRBANKS, AK

A/C Reg. No. N185JS

Time (Lcl) - 1600 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 185
Landing Gear - FLOAT
Max Gross Wt - 3320
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----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
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAIRBANKS, AK
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
UNK/NR

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)
PRIVATE
SE LAND, SE SEA

Age - 39

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - 185

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

Total	-	3071	Last 24 Hrs	-	1
Make/Model-	3071	Last 30 Days-	40		
Instrument-	1220	Last 90 Days-	71		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING TAKEOFF ROTATION, WHICH OCCURRED AT 44 KTS THE AIRCRAFT BEGAN A SLOW TURN TO THE LEFT APPARENTLY A TORQUE STALL, CAUSING A WING STALL AND THE LEFT WING STRUCK THE ICE. THE PILOT ABORTED THE TAKEOFF AND THE RIGHT FLOAT STRUCK A MUD BANK. THE AIRCRAFT WAS EQUIPPED WITH A ROBERTSON STOL KIT AND THE OWNER'S MANUAL INDICATES TAKEOFF PERFORMANCE AT 59 DEG F OF 1090 FEET AND 32 KTS IAS USING ROBERTSON'S RECOMMENDED TECHNIQUE.

Brief of Accident (Continued)

File No. - 1442

9/28/83

FAIRBANKS, AK

A/C Reg. No. N185JS

Time (Lcl) - 1600 ADT

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

Finding(s)

1. WING, WINGTIP - BENT
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
 4. FLIGHT MANUALS - NOT FOLLOWED - 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. - 1415 5/28/83 TALLASSEE, AL A/C Reg. No. N3112U Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	1	2

Type of Operation -PARACHUTISTS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 182F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - UNK/NR

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

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

Age - 20
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 174 Last 24 Hrs - 2
Make/Model- 147 Last 30 Days- 7
Instrument- 2 Last 90 Days- 8
Multi-Eng - 2

Instrument Rating(s) - NONE

-----Narrative-----

AS THE STUDENT JUMPER WAS GETTING OUT OF THE AIRCRAFT AND ONTO THE STEP IN PREPARATION FOR A PARACHUTE JUMP THE PACK TRAY PREMATURELY OPENED AND THE CANOPY BLOSSOMED UNDER THE TAIL PULLING THE JUMPER INTO THE HORIZONTAL STABILIZER CAUSING A CUT ON HIS LEFT SHIN. ABOUT 15 INCHES OF THE RIGHT HORIZONTAL STABILIZER AND ELEVATOR WERE SHEARED BY THE JUMPER. THE REMAINDER WAS CRUMPLED AND DEFORMED FROM MID-SPAN OUTWARD. A WITNESS STATED THAT THE ONLY WAY THIS COULD HAPPEN WAS IF THE PILOT HAD THE YOKE BACK AND THE TAIL LOW. IN OTHER PREMATURE OPENINGS THE WITNESS HAD BEEN INVOLVED WITH, THE PARACHUTE OPENED UNDER THE TAIL AND THE JUMPER ALSO WENT UNDER THE TAIL CLEARING THE AIRCRAFT STRUCTURE IN ALL CASES.

Brief of Accident (Continued)

File No. - 1415

5/28/83

TALLASSEE,AL

A/C Reg. No. N3112U

Time (Lc1) - 1700 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT CONTROL,ELEVATOR - LOSS,PARTIAL
 2. HORIZONTAL STABILIZER SURFACE - LOSS,PARTIAL
 3. OBJECT - OTHER PERSON
 4. MISCELLANEOUS - ABOVE - PASSENGER
-

-----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. - 1456 7/02/83 PRATTVILLE,AL A/C Reg. No. N9381G Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SNOWDEN AIRSTRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2813
SE LAND	Months Since - 1	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 1605
		Last 30 Days- UNK/NR
		Instrument- 20
		Last 90 Days- 100
		Multi-Eng - 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A COW DURING TAKEOFF FOR AN AERIAL APPLICATION FLT. THE COLLISION BROKE OFF THE RIGHT MAIN LANDING GEAR AND KILLED THE COW. THE PILOT STATED THAT THE COW GOT THROUGH THE FENCE AND WANDERED ONTO THE STRIP. THE AIRSTRIP HAS A SMALL RISE IN IT WHICH DID NOT PERMIT THE PILOT TO SEE THE COW IN TIME TO AVOID IT OR STOP. THE PILOT LOWERED THE FLAPS AND TRIED TO FLY OVER THE COW BUT THE RIGHT GEAR STRUCK THE COW. THE TAKEOFF WAS CONTINUED AND A LANDING WAS ACCOMPLISHED IN A PASTURE NEXT TO THE AIRSTRIP.

Brief of Accident (Continued)

File No. - 1456

7/02/83

PRATTVILLE,AL

A/C Reg. No. N9381G

Time (Lc1) - 1330 CDT

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

Finding(s)

1. OBJECT - ANIMAL(S)
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - 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) 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. - 1529 8/02/83 BIRMINGHAM, AL A/C Reg. No. N738NV Time (Lcl) - 1950 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-INSTRUCTIONAL	MINOR		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	0	2
Accident Occurred During	-APPROACH	NONE	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method	- UNK/NR	BIRMINGHAM, AL	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 180/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		- N/A
Precipitation	- NONE		
Condition of Light	- DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	Total	- 976
SE LAND,ME LAND	Months Since	Make/Model	- 369
	Aircraft Type	Instrument	- 89
		Multi-Eng	- 128
		Last 24 Hrs	- 4
		Last 30 Days	- UNK/NR
		Last 90 Days	- 237

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI) REPORTED THE ENG BEGAN MISSING WHEN POWER WAS APPLIED AFTER PRACTICING STALLS. A DECISION WAS MADE TO RETURN TO THE ARPT. CARBURETOR HEAT WAS APPLIED & THE THROTTLE WAS RETARDED TO DESCEND. THE MIXTURE WAS IN FULL RICH. AFTER A COUPLE OF MINUTES, THE ENG BEGAN RUNNING ROUGH & LOSING POWER. CARBURETOR HEAT & THE THROTTLE WERE ADJUSTED IN AN UNSUCCESSFUL ATTEMPT TO RESTORE POWER. A DECISION WAS MADE TO LAND ON AN UNOPENED HIGHWAY. DURING FINAL APCH, THE ACFT STRUCK A POWER LINE. SUBSEQUENTLY, IT IMPACTED THE GROUND NOSE 1ST. APRX 10 GAL OF FUEL WAS REMAINING. ALL BUT 1 SPARK PLUG WAS FOUND OILY & SOOTY. THE ENG WAS STARTED & RAN SMOOTHLY TO 1200 RPM. IT HAD 50 HRS OF OPERATION SINCE OVERHAUL. THE PLT HANDBOOK STATED CRUISE SHOULD BE AT 65 TO 75% POWER FOR 50 HRS OR UNTIL OIL CONSUMPTION HAS BEEN STOPPED. A CHAMPION SPARK PLUG PUBLICATION STATED WET, OILY PLUGS MAY BE CAUSED BY AN ENG STILL IN A BREAK-IN PERIOD.

Brief of Accident (Continued)

File No. - 1529

8/02/83

BIRMINGHAM,AL

A/C Reg. No. N738NV

Time (Lc1) - 1950 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - OTHER
 2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

3. LIGHT CONDITION - DUSK
 4. OBJECT - WIRE, TRANSMISSION
-

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) 1,2

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. - 1449 8/29/83 FLORALA, AL A/C Reg. No. N139TS Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire NONE

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

-----Aircraft Information-----

Make/Model - PIPER/TED SMITH 600-A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5500
No. of Seats - 5

Eng Make/Model - LYCOMING IO-540
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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 - 7.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - UNK/NR OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CRESTVIEW, FL
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

FLORALA
Runway Ident - 22
Runway Lth/Wid - 3200/ 80
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

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

Age - 45
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4616
Last 24 Hrs - 1
Make/Model- 430
Last 30 Days- UNK/NR
Instrument- 557
Last 90 Days- 30
Multi-Eng - 1541

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING TAKEOFF ROLL HE EXPERIENCED A POWER SURGE BUT THE ENGINE DID NOT QUIT. HE ABORTED THE TAKEOFF BY REDUCING POWER ON BOTH ENGINES AND APPLYING BRAKES. THIS RESULTED IN THE AIRCRAFT SWERVING OFF THE RIGHT SIDE OF THE RUNWAY, ROLLING THRU THE GRASS AND STRIKING A CULVERT WHICH SEPARATED THE LANDING GEAR. WRECKAGE EXAMINATION REVEALED: BOTH THROTTLES AT IDLE, MIXTURE AND PROP CONTROLS WERE FULL FORWARD AND FULL RICH AND HIGH RPM ON RESPECTIVE ENGINE CONTROLS. ALL CABLES ATTACHING HARDWARE WAS INTACT.

Brief of Accident (Continued)

File No. - 1449

8/29/83

FLORALA,AL

A/C Reg. No. N139TS

Time (Lc1) - 1500 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #3 MAIN GEAR COLLAPSED
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

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. - 1530 9/02/83 TYLER,AL A/C Reg. No. N8438K Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED		Injuries			
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 137	ON GROUND	Pass	0	0	1	0
Accident Occurred During -MANEUVERING			0	0	0	0

-----Aircraft Information-----

Make/Model - SCHWEIZER G-164B	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 6075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/005 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - 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
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 23 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 1000 Last 24 Hrs - 10 Make/Model- 1000 Last 30 Days- UNK/NR Instrument- 20 Last 90 Days- 150
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHILE HE WAS SPRAY A FIELD, HE WAS FLYING UNDER 2 TRANSMISSION LINES. HE REPORTED THAT AS HE BEGAN SPRAYING THE FIELD, THERE WAS A THUNDERSTORM APRX 2 TO 3 MI AWAY & THE AIR BECAME "ROUGH." AS THE ACFT WAS CROSSING UNDER THE 2ND WIRE ON THE 3RD SWATH RUN, IT ENCOUNTERED A GUST OF WIND WHICH RAISED THE LEFT WING. THE LEFT WING STRUCK THE LOWER WIRES, THEN THE RIGHT WING WAS DAMAGED WHEN THE ACFT HIT TREES, JUST BEYOND THE TRANSMISSION LINE AT THE EDGE OF THE FIELD. THE PLT REPORTED THAT BY THEN, THE ACFT WAS ALMOST UNFLYABLE, BUT HE WAS ABLE TO LAND IN A SMALL FIELD. BEFORE STOPPING, THE ACFT HIT A FENCE, THEN BEGAN TO BURN. THE PLT RECEIVED ONLY MINOR BURNS.

Brief of Accident (Continued)

File No. - 1530

9/02/83

TYLER,AL

A/C Reg. No. N8438K

Time (Lc1) - 1400 CDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. WEATHER CONDITION - GUSTS
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND
 5. OBJECT - WIRE,TRANSMISSION
 6. OBJECT - TREE(S)
-

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

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

Finding(s)

7. OBJECT - FENCE
-

-----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) 1,2,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1581

9/30/83

BIRMINGHAM,AL

A/C Reg. No. N31CE

Time (Lc1) - 1615 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH 58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5454
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-C5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BIRMINGHAM,AL
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg -

Airport Proximity
ON AIRPORT

Airport Data
BIRMINGHAM

Runway Ident - 36
Runway Lth/Wid - 5856 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 310

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

Total	- 2390	Last 24 Hrs	- 1
Make/Model-	751	Last 30 Days-	UNK/NR
Instrument-	562	Last 90 Days-	50
Multi-Eng -	1000	Rotorcraft -	1267

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE ACFT SWERVED OFF THE RWY AFTER THE LEFT TIRE DEFLATED DURING HEAVY BRAKING & THE LEFT LANDING GEAR COLLAPSED DURING THE SWERVE. THE PILOT STATED THE ACFT WAS ROLLING TOO FAST AFTER LANDING TO MAKE THE FIRST TURN OFF. THE PILOT THEN APPLIED HEAVY BRAKING TO MAKE THE 2ND TURNOFF.

Brief of Accident (Continued)

File No. - 1581

9/30/83

BIRMINGHAM,AL

A/C Reg. No. N31CE

Time (Lc1) - 1615 CDT

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

Finding(s)

1. LANDING GEAR,TIRE - FAILURE,TOTAL
 2. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 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) 2,3,4

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. - 1582 10/01/83 MCCULLOUGH,AL A/C Reg. No. N67699 Time (Lcl) - 1800 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
NONE

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

-----Aircraft Information-----

Make/Model - HILLER UH-12B
Landing Gear - SKID
Max Gross Wt - 2800
No. of Seats - 3

Eng Make/Model - FRANKLIN 6UH33550
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 210 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - 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
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MCCULLOUGH
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - 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, ME LAND
HELICOPTER ,GLIDER

Age - 46
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - 7FC

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

Total	- 7630	Last 24 Hrs	- UNK/NR
Make/Model-	25	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
Multi-Eng -	250	Rotorcraft -	100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN A COTTON FIELD AFTER MANEUVERING AT LOW ALT TO CHECK THE CROP. THE PILOT SAID HE WAS AT AN ALT OF 4 OR 5 FT AND FORWARD FLT WAS BELOW TRANSITIONAL LIFT SPEED. THE ROTOR RPM BEGAN TO REDUCE AND ALSO THERE WAS A DROP IN ENGINE RPM. THE PILOT INCREASED ROTOR PITCH AND ROTOR RPMS CONTINUED TO DECAY. THE ACFT STRUCK THE GROUND, ROCKED FORWARD AND BACKWARD AND THE ROTOR CUT OFF THE TAIL BOOM. THE PILOT SHUT DOWN THE ENGINE WITH THE MIXTURE LEVER.

Brief of Accident (Continued)

File No. - 1582

10/01/83

MCCULLOUGH,AL

A/C Reg. No. N67699

Time (Lc1) - 1800 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. FUEL SYSTEM,CARBURETOR - ICE
 2. POWERPLANT CONTROLS - NOT USED - PILOT IN COMMAND
 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

5. AUTOROTATION - IMPROPER - PILOT IN COMMAND
-

-----Probable Cause-----

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

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. - 1542 3/26/83 GLENDALE, AZ A/C Reg. No. N6319S Time (Lcl) - 1503 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					2
					0

-----Aircraft Information-----

Make/Model - CESSNA 150G	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GLENDALE, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 260/016 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - UNK/NR	Total - 4483
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 2255
	Aircraft Type - UNK/NR	Instrument- 437
		Multi-Eng - 1800
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 144

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT (CFI) REPORTED THAT WHILE THE STUDENT WAS PRACTICING A FULL POWER CLIMB, THE ENG BEGAN A SMOOTH, BUT RELATIVELY RAPID, DECREASE IN POWER TO ABOUT IDLE RPM OR LESS. ALL ATTEMPTS TO RESTORE POWER WERE TO NO AVAIL. AN EMERGENCY LANDING WAS MADE IN A WHEAT FIELD. DUE TO THERMALS & GUSTY WINDS, HE PLANNED HIS TOUCHDOWN NEAR THE MIDDLE OF THE FIELD FOR SAFETY CONSIDERATIONS. AFTER TOUCHDOWN, BRAKING WAS INEFFECTIVE DUE TO MOISTURE ON THE WHEAT. THE CFI WAS UNABLE TO STOP THE PLANE BEFORE HITTING A CONCRETE DRAINAGE DITCH AT THE END OF THE FIELD. AFTER HITTING THE DITCH, THE ACFT NOSED OVER. AN EXAM & RUN-UP OF THE ENG REVEALED NO EVIDENCE OF A PREIMPACT/MECHANICAL FAILURE.

Brief of Accident (Continued)

File No. - 1542

3/26/83

GLENDALE, AZ

A/C Reg. No. N6319S

Time (Lc1) - 1503 MST

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB

Finding(s)

1. UNDETERMINED

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 - WET
3. TERRAIN CONDITION - DITCH

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1439 6/07/83 MEADVIEW, AZ A/C Reg. No. N8348Z Time (Lcl) - 1550 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- PIPER PA-28RT-201	Eng Make/Model	- CONTINENTAL TSIO-360-FB	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/020 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LAS VEGAS, NV</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">PIERCE FERRY</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 6000 -UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 65</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 16</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 1500</p> <p style="padding-left: 20px;">Make/Model- 10</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 20</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT SHORTLY AFTER TAKEOFF AT APRX 100 FEET, THE ENGINE LOST POWER. HE THEN SWITCHED THE BOOST PUMPS FROM LOW TO HIGH AND THE ENGINE MOMENTARILY SURGED BEFORE LOSING POWER. DURING THE FORCED LANDING THE LANDING GEAR COLLAPSED AND THE WINGS DAMAGED. POST ACCIDENT ENGINE RUNUP REVEALED THAT WITH THE BOOST PUMP IN THE HIGH POSITION THE ENGINE RAN DOWN AND QUIT IN A MATTER OF SECONDS. THE EXACT REASON FOR THE FUEL RESTRICTION WAS NOT DETERMINED DURING SUBSEQUENT TESTING.

Brief of Accident (Continued)

File No. - 1439

6/07/83

MEADVIEW,AZ

A/C Reg. No. N8348Z

Time (Lcl) - 1550 MST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM - UNDETERMINED
2. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1440 6/10/83 NEW RIVER, AZ A/C Reg. No. N6073Z Time (Lc1) - 1327 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage					
		SUBSTANTIAL		Fatal	Injuries		
Type of Operation	-OTHER WORK USE	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-CLIMB						

-----Aircraft Information-----

Make/Model	- PIPER PA-25	Eng Make/Model	- CONTINENTAL O-470-L	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 230 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	NEW RIVER, AZ	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 230/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 40.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- UNK/NR
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total	- 1762
SE LAND	Months Since - 10	Make/Model	- 70
GLIDER	Aircraft Type - M20F	Instrument	- 11
		Multi-Eng	- 1
Instrument Rating(s) - NONE		Last 24 Hrs	- 6
		Last 30 Days	- UNK/NR
		Last 90 Days	- 133

-----Narrative-----

THE PILOT STATED THAT HE REFUELED HIS AIRCRAFT AND SECURED THE GAS CAP AFTER WHICH HE MADE FOUR FIFTEEN MINUTES AERO TOW FLIGHTS. DURING THE FIFTH AERO TOW, AS THE AIRCRAFT WAS CLIMBING, THE PILOT HEARD AN OBJECT STRIKE THE WIND SHIELD AND HE SAW THAT THE GAS CAP WAS MISSING. THE PILOT SMELLED GAS FUMES AND SIGNALLED THE GLIDER PILOT THAT IMMEDIATE RELEASE WAS NECESSARY AND THE GLIDER WAS RELEASED. THE ENGINE WAS SHUT OFF AT 1000 FT. AGL AND THE PILOT DITCHED THE AIRCRAFT IN A LAKE.

Brief of Accident (Continued)

File No. - 1440

6/10/83

NEW RIVER, AZ

A/C Reg. No. N6073Z

Time (Lcl) - 1327 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FUEL SYSTEM, CAP - LOOSE
 2. FUEL SYSTEM, TANK - SIPHONING
-

Occurrence #2 DITCHING
Phase of Operation DESCENT - EMERGENCY

----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. - 1433 7/15/83 MESA,AZ

A/C Reg. No. N8773F

Time (Lcl) - 1800 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - HUGHES 269
Landing Gear - SKID
Max Gross Wt - 1550
No. of Seats - 2

Eng Make/Model - LYCOMING HO-360-B1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/006 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MESA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

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,SE SEA
HELICOPTER ,GLIDER

Age - 43

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4180	Last 24 Hrs	- 3
Make/Model	- 100	Last 30 Days	- UNK/NR
Instrument	- 349	Last 90 Days	- 320
Multi-Eng	- 699	Rotorcraft	- 170

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR WAS DEMONSTRATING A POWER RECOVERY AUTOROTATION TO A DRY RIVER BED, WHICH HE INITIATED AT 500 FEET AGL BY ROLLING OFF THE THROTTLE AND LOWERING THE COLLECTIVE. APRX 5 SECONDS LATER HE OBSERVED A CHANGE IN SOUND AND NOTICED THE ENGINE RPM AT 0. HE CONTINUED TO AUTOROTATE AND OVERSHOT THE SOFT GRAVEL AREA OF THE SOFT RIVER BED AND TOUCHED DOWN IN AN AREA COVERED WITH LARGE ROCKS. THE RIGHT SKID BROKE AND THE MAIN ROTOR STRUCK AND SEVERED THE TAIL BOOM. THE HELICOPTER CAME TO REST ON ITS RIGHT SIDE.

Brief of Accident (Continued)

File No. - 1433

7/15/83

MESA, AZ

A/C Reg. No. N8773F

Time (Lc1) - 1800 MST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ROLL OVER
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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1541 8/06/83 FLAGSTAFF, AZ A/C Reg. No. N7699Y Time (Lc1) - 1116 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	1	0	0
Accident Occurred During	-MANEUVERING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-18-150	Eng Make/Model	- LYCOMING O-320-A2	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1625	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	FLAGSTAFF, AZ		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	PULLIAM	
Wind Dir/Speed	- VARIABLE/003 KTS		Runway Ident	- UNK/NR
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- UNK/NR SCATTERED	Type of Flight Plan	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- UNK/NR
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 765	Last 24 Hrs - 2
SE LAND	Months Since - 4	Make/Model- 9	Last 30 Days- 11
	Aircraft Type - 172	Instrument- 30	Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING A PLEASURE FLT, WHEN HE WAS FLYING OVER RISING TERRAIN NORTH OF FLAGSTAFF, AZ, HE REALIZED A NEED FOR MORE ALTITUDE. HE TURNED TOWARD A DOWNHILL DIRECTION, BUT THE ACFT CRASHED INTO THE TREE TOPS WHEN HE WAS UNABLE TO MAINTAIN AIRSPEED & CLEARANCE. LATER THE AIRCRAFT WAS REPORTED AS MISSING, A SEARCH WAS BEGUN. THE SERIOUSLY INJURED PLT & ACFT WERE FOUND THE NEXT MORNING. THE PLT HAD SCRATCHED PERSONAL NOTES TO HIS FAMILY WHICH INCLUDED A MESSAGE THAT READ "LOW PLUS SLOW, STALLED & SPIN." THE ELEVATION OF THE CRASH SITE WAS APRX 9000 FT.

Brief of Accident (Continued)

File No. - 1541

8/06/83

FLAGSTAFF, AZ

A/C Reg. No. N7699Y

Time (Lcl) - 1116 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. TERRAIN CONDITION - RISING
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

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) 3,4,5,6

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. - 1511

10/23/83

NEW RIVER, AZ

A/C Reg. No. N7558

Time (Lc1) - 1315 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS 2-33A
Landing Gear - BODY GEAR
Max Gross Wt - 1040
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 - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/010 KTS
Visibility - 45.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 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 Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

PLEASANT VALLEY
Runway Ident - 27
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 16

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	-	41	Last 24 Hrs	-	UNK/NR
Make/Model-	41		Last 30 Days-	UNK/NR	
Instrument-	0		Last 90 Days-	31	

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS 9TH SOLO LANDING WHEN HE LANDED ON RWY 27 WITH A X-WING FROM 200 DEG AT 10 KTS. DURING THE LANDING, THE GLIDER DRIFTED TO THE NORTH INTO SOME BUSHES, THEN SWERVED INTO A TREE. THE PLT REPORTED THAT UPON LANDING, HE LOWER THE WRONG WING (RIGHT WING) & ALLOWED THE GLIDER TO DRIFT TO THE NORTH.

Brief of Accident (Continued)

File No. - 1511

10/23/83

NEW RIVER, AZ

A/C Reg. No. N7558

Time (Lcl) - 1315 MST

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. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION
-

Occurrence #3 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) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1506 11/12/83 CASA GRANDE, AZ A/C Reg. No. N1186B Time (Lcl) - 0920 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- LUSCOMBE 8A	Eng Make/Model	- CONTINENTAL 12A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	Type Apch/Lndg	
Condition of Light		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 774
SE LAND,ME LAND	Months Since - 1	Make/Model - 0
HELICOPTER	Aircraft Type - 206B	Instrument - 89
		Multi-Eng - 31
		Last 24 Hrs - 2
		Last 30 Days - UNK/NR
		Last 90 Days - 11
		Rotorcraft - 243

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING A LOCAL FLT, THE ACFT COLLIDE WITH TERRAIN WHILE THE AIRCREW WERE PERFORMING LOW ALT MANEUVERS. ONE OF THE OCCUPANTS WAS AN INSTRUCTOR PLT (CFI) & THE OTHER WAS A PRIVATE PLT. NEITHER CLAIMED TO BE THE PLT IN COMMAND, BUT THE PRIVATE PLT WAS THE REGISTERED OWNER OF THE ACFT. REPORTEDLY, THE CFI HAD NO PREVIOUS FLT TIME IN THIS MAKE & MODEL & THE OWNER HAD ONLY 2.1 HRS. ACCORDING TO WITNESSES, LOW TURNS WERE BEING PERFORMED AT ABOUT 50 FT AGL. THEY OBSERVED THE ACFT ENTER AN ABRUPT MANEUVER, SIMILAR TO AN AG TURN, THEN HIT THE GROUND.

Brief of Accident (Continued)

File No. - 1506

11/12/83

CASA GRANDE, AZ

A/C Reg. No. N1186B

Time (Lc1) - 0920 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. BUZZING - PERFORMED -
2. MANEUVER - PERFORMED -
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT

-----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) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1543

2/09/83

DAVIS,CA

A/C Reg. No. N83223

Time (Lcl) - 1400 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

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

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

ELT Installed/Activated - YES/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/008 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 10000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SACRAMENTO,CA

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

YOLO COUNTY

Runway Ident - 34

Runway Lth/Wid - 6000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - VISUAL STRAIGHT-IN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP

SE LAND,ME LAND

Age - 33

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1567

Make/Model- 79

Instrument- 175

Multi-Eng - 121

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 71

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING A SIMULATED SINGLE ENG CONDITION, THE STUDENT TURNED TOWARD THE ARPT. THE INSTRUCTOR (CFI) STATED THAT THE STUDENT TREATED THE SIMULATED EMERGENCY LIKE HE WOULD FOR LOSS OF POWER IN A SINGLE ENG ACFT; I.E., HE TURNED TO THE NEAREST RWY WHICH WAS DOWNWIND. ALSO, THE STUDENT FORGOT TO EXTEND THE GEAR. THE CFI WAS AWARE OF THE SITUATION, BUT ELECTED TO WAIT UNTIL THE LATTER PART OF THE APPROACH TO SEE IF THE STUDENT WOULD REALIZE HIS MISTAKES. THE CFI HAD FOUND THIS TECHNIQUE OF TEACHING TO BE SUCCESSFUL IN THE PAST. HOWEVER, HE REPORTED THAT HE BECAME DISTRACTED & ALLOWED THE STUDENT TO FORGET TO LOWER THE LANDING GEAR. SUBSEQUENTLY, THE STUDENT LANDED WITH THE GEAR RETRACTED.

Brief of Accident (Continued)

File No. - 1543

2/09/83

DAVIS,CA

A/C Reg. No. N83223

Time (Lc1) - 1400 PST

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 2. PRECAUTIONARY LANDING - PERFORMED - DUAL STUDENT
 3. GEAR EXTENSION - NOT PERFORMED - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
 6. WHEELS UP LANDING - INADVERTENT - DUAL STUDENT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

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. - 1521

3/16/83

CORCORAN, CA

A/C Reg. No. N4187X

Time (Lc1) - 1605 PST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - ROCKWELL INTERNATIONAL S-2R

Eng Make/Model - P&W PT6A-34AG

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 7000

Engine Type - TURBOPROP

No. of Seats - 1

Rated Power - 750 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 340/005 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - 3000 FT

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CORCORAN, CA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRSTRIP

Airport Data

NONE

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Age - 56

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - UNK/NR

Last 24 Hrs - 7

SE LAND

Months Since - 19

Make/Model- 950

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- 65

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS TAKING OFF IN A X-WIND CONDITION & ALLOWED THE ACFT TO DRIFT OFF THE DUSTER STRIP. HE STATED THAT HE DECIDED TO CONTINUE THE TAKEOFF BECAUSE OF SOFT GROUND. THE ACFT LIFTED OFF, THEN SETTLED & THE GEAR STRUCK A LEVEE. THE PLANE CONTINUED TO FLY. THE PLT RELEASED THE LOAD & LANDED, BUT AFTER TOUCHING DOWN, THE RIGHT MAIN GEAR COLLAPSED. APRX 31 MI SOUTH AT VISALIA, CA, THE 1701 PST WIND WAS FROM 340 DEG AT 5 KTS.

Brief of Accident (Continued)

File No. - 1521

3/16/83

CORCORAN, CA

A/C Reg. No. N4187X

Time (Lc1) - 1605 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation

Finding(s)

5. TERRAIN CONDITION - SOFT
6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
7. LIFT-OFF - PREMATURE - PILOT IN COMMAND
8. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
9. TERRAIN CONDITION - DIRT BANK

Occurrence #3 MAIN GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

10. 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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1432 3/25/83 LONG BEACH, CA A/C Reg. No. N72548 Time (Lcl) - 1010 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

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

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 120
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
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 - NO -N/A
Stall Warning System - YES

-----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 - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LONG BEACH, CA
Destination
LONG BEACH, CA

Airport Proximity
ON AIRPORT

Airport Data

LONG BEACH
Runway Ident - 25
Runway Lth/Wid - 5420/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 32
Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2150	Last 24 Hrs	- 1
Make/Model-	27	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	20
Multi-Eng	- 1870		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT DURING ROLLOUT AFTER LANDING HE WAS MAKING A RIGHT TURN INTO A TAXIWAY WHEN A GROUND LOOP OCCURRED. THE LEFT MAIN GEAR WAS SHEARED DURING THE GROUND LOOPED AND THE LEFT WING BROKE AT THE STRUT.

Brief of Accident (Continued)

File No. - 1432

3/25/83

LONG BEACH, CA

A/C Reg. No. N72548

Time (Lcl) - 1010 PST

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

Finding(s)
1. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)
2. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAXI - FROM LANDING

Finding(s)
3. WING, BRACING STRUT - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1438 4/15/83 LIKELY, CA A/C Reg. No. N3895Z Time (Lcl) - 1715 PST

---Basic Information---

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-BUSINESS	SUBSTANTIAL		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	1	0	0
Accident Occurred During	-DESCENT	NONE	Pass	0	0	0	1

---Aircraft Information---

Make/Model	- PIPER PA18-150	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1750	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

---Environment/Operations Information---

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- N/A
Condition of Light		

---Personnel Information---

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total	- 2623
SE LAND	Months Since - 9	Make/Model	- 1400
	Aircraft Type - UNK/NR	Instrument	- 36
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 200

Instrument Rating(s) - NONE

---Narrative---

THE PLT REPORTED THAT HE WAS ON A FLT TO SURVEY SOME IRRIGATION PROPERTIES. HE REPORTED THAT HE WAS AT APRX 200 FT AGL & HAD BECAME PREOCCUPIED WHEN HE INITIATED A RIGHT TURN & EXCEEDED THE BANK LIMITATION FOR THE SPEED & WEIGHT OF THE ACFT. THE ACFT STALLED & CRASHED BEFORE THE PLT COULD RECOVER.

Brief of Accident (Continued)

File No. - 1438

4/15/83

LIKELY,CA

A/C Reg. No. N3895Z

Time (Lc1) - 1715 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. MANEUVER - INITIATED - PILOT IN COMMAND
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 4. STALL - INADVERTENT - 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) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1536 4/16/83 DAVIS,CA

A/C Reg. No. N4980V

Time (Lc1) - 1000 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	12

Type of Operation -OTHER WORK USE

Flight Conducted Under -14 CFR 91

Fire
IN FLIGHT

Accident Occurred During -CRUISE

-----Aircraft Information-----

Make/Model - BEECH E-18S

Landing Gear - AMPHIBIAN

Max Gross Wt - 10200

No. of Seats - 2

Eng Make/Model - P&W R-985

Number Engines - 2

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - UNK/NR

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 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 Apch/Lndg - PRECAUTIONARY LNDG

Airport Proximity

UNK/NR

Airport Data

YOLO COUNTY

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 - 28

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1270

Make/Model- UNK/NR

Instrument- 12

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-----

WHILE IN FLT ON A PARACHUTE JUMPING MISSION, A FIRE ERUPTED IN THE RIGHT ENG AREA & A PRECAUTIONARY LANDING WAS MADE. AN EXAM REVEALED THAT THE FLOAT FULCRUM SCREW, PN 13773, ON THE STROMBERG CARBURETOR HAD BACKED OUT & ALLOWED FUEL TO ESCAPE INTO THE EXHAUST AREA. REPORTEDLY, THE SCREW HAD NOT BEEN SAFETY WIRED.

Brief of Accident (Continued)

File No. - 1536

4/16/83

DAVIS, CA

A/C Reg. No. N4980V

Time (Lcl) - 1000 PST

Occurrence FIRE
Phase of Operation UNKNOWN

Finding(s)

1. FUEL SYSTEM, CARBURETOR - LOOSE
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM, CARBURETOR - LEAK
4. MISCELLANEOUS - FIRE

----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. - 1537 6/04/83 TEMECULA, CA A/C Reg. No. N2334V Time (Lcl) - 0930 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under -
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	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-L2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

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

-----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 - 4.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

RANCHO CALIFORNIA
Runway Ident - 12
Runway Lth/Wid - 3465/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

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

Age - 59
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- UNK/NR
Last 24 Hrs	- UNK/NR
Last 30 Days	- UNK/NR
Last 90 Days	- 78
Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE STUDENT & INSTRUCTOR (CFI) WERE ON A DUAL INSTRUCTIONAL FLT IN PREPARATION FOR THE STUDENT'S 1ST SOLO FLT. AFTER RETURNING FROM FLT IN THE LOCAL AREA, THEY ENTERED THE TRAFFIC PATTERN TO LAND ON RWY 12. DURING A FINAL APCH TO LAND, THE STUDENT FLEW THE ACFT TO CROSS OVER THE THRESHOLD AT ABOUT 3 FT AGL & LAND ABOUT 200 FT DOWN THE RWY. AS THE ACFT WAS CROSSING THE THRESHOLD, THE RIGHT MAIN GEAR STRUCK THE TOP 1 FT OF A MOUND OF DIRT. THE GEAR FAILED. DURING THE LANDING THE ACFT WENT OFF THE RIGHT SIDE OF THE RWY. THE CFI REPORTED THAT DURING DEPARTURE, THEY MADE AN INTERSECTION TAKEOFF, AND THUS, DID NOT OBSERVE THE MOUND OF DIRT ADJACENT TO THE END OF THE RWY. THE CFI ALSO SAID THE MOUND WAS THE SAME COLOR AS THE SURROUNDING TERRAIN & WAS VIRTUALLY INDISTINGUISHABLE. MOUNDS OF DIRT HAD BEEN PLACED AROUND THE APCH END OF RWY 12 IN PREPARATION OF REPAIRS. THE MOUNDS WERE ABOUT 4 FT TALL.

Brief of Accident (Continued)

File No. - 1537

6/04/83

TEMECULA,CA

A/C Reg. No. N2334V

Time (Lc1) - 0930 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OTHER AIRPORT/RUNWAY MAINTENANCE - IMPROPER - AIRPORT PERSONNEL
2. VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
4. TERRAIN CONDITION - DIRT BANK

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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. - 1437 6/04/83 COLUMBIA, CA A/C Reg. No. N6669E Time (Lcl) - 1705 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	2	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAN CARLOS, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	COLUMBIA
Wind Dir/Speed- VARIABLE/008 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4060/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 134
SE LAND	Months Since - 16	Last 24 Hrs - 1
	Aircraft Type - 172	Make/Model- 27
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING THE APPROACH TO RWY 17 HE USED 30 DEG OF FLAPS AND MAINTAINED AN AIRSPEED OF 55 KTS. WHEN HE WAS ABOUT TEN FEET AGL OVER THE RWY THRESHOLD A STRONG GUST OF WIND UPSET THE AIRCRAFT. HE LOST CONTROL AND TRIED TO GO AROUND. THE AIRCRAFT IMPACTED THE RUNWAY AND BOUNCED UP. WHEN IT IMPACTED THE RUNWAY THE SECOND TIME, THE NOSE GEAR COLLAPSED. THE AIRCRAFT NOSED OVER AND CAME TO REST ABOUT 3000 FEET FROM THE THRESHOLD. A WITNESS TO THE ACCIDENT STATED THAT THE AIRCRAFT APPEARED TO APPROACH THE RUNWAY A LITTLE TOO HIGH AND A BIT TOO FAST AND THE WIND WAS FROM THE NORTH TO WEST. THE WITNESS REPORTED THAT THE INITIAL TOUCHDOWN WAS HARD. THE AIRCRAFT BOUNCED 6 FEET INTO THE AIR, TOUCHED DOWN AGAIN AND BOUNCED 20 FEET IN THE AIR. THE AIRCRAFT THEN APPEARED TO STALL AND IT FINALLY CAME DOWN IN A NOSE LOW ATTITUDE AND FLIPPED OVER. THE WINDS WERE ESTIMATED TO BE 10 TO 12 KTS WITH AN OCCASIONAL GUST TO 15 KTS.

Brief of Accident (Continued)

File No. - 1437

6/04/83

COLUMBIA, CA

A/C Reg. No. N6669E

Time (Lc1) - 1705 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. WEATHER CONDITION - GUSTS
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 5. 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) 2,4,5

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. - 1435 6/04/83 CARMEL VALLEY,CA A/C Reg. No. N9854T Time (Lcl) - 1830 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

-----Aircraft Information-----

Make/Model - CESSNA 172A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FRESNO,CA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

CARMEL VALLEY
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)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - 172

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- 1
Make/Model-	550	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	3
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT THERE WERE NO TIEDOWNS, CHOCKS OR OTHER RESTRAINING DEVICES AVAILABLE SO HE ASK A NON CERTIFICATED PERSON TO SIT IN THE AIRCRAFT AND APPLY THE BRAKES WHILE HE ROTATED THE PROP BY HAND TO START THE ENGINE. THE ENGINE STARTED AND THE PASSENGER INADVERTENTLY INCREASED POWER. THE PILOT COULD NOT STOP THE AIRCRAFT WHICH THEN COLLIDED WITH THREE OTHER AIRCRAFT WHICH WERE PARKED. THE AIRCRAFT SUBSEQUENTLY STRUCK A DIRT BANK AND THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1435

6/04/83

CARMEL VALLEY, CA

A/C Reg. No. N9854T

Time (Lc1) - 1830 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. THROTTLE/POWER CONTROL - EXCESSIVE - UNQUALIFIED PERSON
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

5. OBJECT - AIRCRAFT PARKED

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

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

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. - 1434 6/05/83 PALO ALTO, CA A/C Reg. No. N36RJ Time (Lcl) - 1547 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -APPROACH			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - JOHNSON VARI-EZE	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PALO ALTO
Wind Dir/Speed- 320/009 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 65
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 398
SE LAND	Months Since - 8	Make/Model- 54
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT IN AN ATTEMPT TO IMPROVE HIS LANDINGS AND REDUCE THE LANDING ROLL, THE AIRSPEED ON FINAL WAS 10 MPH LESS THAN NORMALLY USED. HE WAS ALSO ATTEMPTING TO TOUCHDOWN ON THE NUMBERS AT THE THRESHOLD. THE ACFT'S LANDING GEAR STRUCK A SMALL DIKE APRX 150 FEET PRIOR TO THE RWY THRESHOLD AND COLLAPSED. THE ACFT CAME TO A STOP APRX 100 FEET DOWN THE RWY FROM THE THRESHOLD.

Brief of Accident (Continued)

File No. - 1434

6/05/83

PALO ALTO, CA

A/C Reg. No. N36RJ

Time (Lc1) - 1547 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - 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) 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. - 1538 6/26/83 PHELAN,CA

A/C Reg. No. N5743S

Time (Lcl) - 1530 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS 1-26B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 600
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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 045/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ELMIRAGE,CA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ELMIRAGE SKY RANCH
Runway Ident - 25
Runway Lth/Wid - 3200/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND
GLIDER

Age - 34

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - SGS126B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 398	Last 24 Hrs	- UNK/NR
Make/Model-	30	Last 30 Days-	UNK/NR
Instrument-	72	Last 90 Days-	UNK/NR
Multi-Eng -	24		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A LOCAL FLT, THERMAL ACTIVITY DECREASED, SO THE GLIDER PLT HEADED BACK TO THE ARPT. ON THE WAY BACK, HE ENCOUNTERED AN AREA OF SINKING AIR & LOST 1500 TO 2000 FT OF ALT. HE ELECTED TO LAND ON A ROAD. DURING THE ROLL-OUT, THE LEFT WING HIT A DIRT SHOULDER BESIDE THE ROAD & THE GLIDER GROUND LOOPED.

Brief of Accident (Continued)

File No. - 1538

6/26/83

PHELAN,CA

A/C Reg. No. N5743S

Time (Lcl) - 1530 PDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - WEATHER CONDITION
 2. WEATHER CONDITION - DOWNDRAFT
 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 4. TERRAIN CONDITION - DIRT BANK
 5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

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

Finding(s)

6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - UNCONTROLLED - 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) 1,2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1539 7/21/83 SANTA MONICA, CA A/C Reg. No. N13658 Time (Lcl) - 1219 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172M
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 - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/012 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAWTHORNE, CA
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

SANTA MONICA
Runway Ident - 21
Runway Lth/Wid - 4987/ 150
Runway Surface - CONCRETE
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - 150

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

Total	- 219	Last 24 Hrs	- UNK/NR
Make/Model-	64	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	11
Multi-eng -	0	Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING THE FLARE THE ACFT BEGAN TO "PORPOISE." REPORTEDLY, IT BOUNCED DURING THE LANDING, BUT THE PLT DID NOT ADD POWER TO GO AROUND OR TO RELAND THE ACFT. THE ACFT BOUNCED SEVERAL TIMES. THE NOSE GEAR, ENG MOUNTS & FIREWALL WERE BENT, THE PROPELLER STRUCK THE RWY & A TIRE WAS FLOWN OUT. ACCORDING TO THE PLT, SHE ENCOUNTERED NO ACFT MALFUNCTION.

Brief of Accident (Continued)

File No. - 1539

7/21/83

SANTA MONICA, CA

A/C Reg. No. N13658

Time (Lc1) - 1219 PDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - 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. - 1546 8/04/83 CANTUA CREEK, CA A/C Reg. No. N88740 Time (Lcl) - 0730 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 137	IN FLIGHT	Pass	0	0	0
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- ROCKWELL S2R	Eng Make/Model	- P&W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP
Method	- N/A	
Completeness	- N/A	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 320/009 KTS	- N/A
Visibility	- 10.0 SM	Runway Lth/Wid
Lowest Sky/Clouds	- CLEAR	- N/A
Lowest Ceiling	- NONE	Runway Surface
Obstructions to Vision	- NONE	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	- DAYLIGHT	

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 7550
SE LAND, ME LAND	Months Since - 5	Make/Model	- 4000
	Aircraft Type - PA-18	Instrument	- 2
		Multi-Eng	- 100
		Last 24 Hrs	- 6
		Last 30 Days	- 20
		Last 90 Days	- 25
		Rotorcraft	- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORT THAT WHILE HE WAS APPLYING SULFUR TO A TOMATOE FIELD, SULFUR DUST, WHICH HAD ACCUMULATED IN THE COCKPIT, IGNITED. HE ELECTED TO MAKE AN EMERGENCY LANDING IN AN ADJACENT COTTON FIELD WHICH WAS MUDDY FROM IRRIGATION. AFTER TOUCHDOWN, THE MAIN WHEELS DUG INTO THE SOFT GROUND & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1546

8/04/83

CANTUA CREEK,CA

A/C Reg. No. N8874Q

Time (Lc1) - 0730 PDT

Occurrence #1 FIRE
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FUSELAGE,CREW COMPARTMENT - FIRE
3. FUSELAGE,CREW COMPARTMENT - SMOKE

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
5. TERRAIN CONDITION - WET

----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. - 1540 8/06/83 BRENTWOOD, CA A/C Reg. No. N5523X Time (Lcl) - 1330 PDT

-----Basic Information-----

Type Operating Certificate	AGRICULTURAL AIRCRAFT	Aircraft Damage						
		DESTROYED		Fatal	Injuries			
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	Serious	Minor	None	
Flight Conducted Under	-14 CFR 137	ON GROUND	Pass	0	0	0	1	
Accident Occurred During	-LANDING			0	0	0	0	

-----Aircraft Information-----

Make/Model	- ROCKWELL S2R	Eng Make/Model	- P & W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KRUSE AG AIRPORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 16
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7200
SE LAND, ME LAND	Months Since - 7	Make/Model- 4600
	Aircraft Type - S2R	Instrument- UNK/NR
		Multi-Eng - 500
		Last 24 Hrs - 5
		Last 30 Days- 45
		Last 90 Days- 84
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING TOUCHDOWN, THE RIGHT BRAKE "LOCKED UP" & THE ACFT BEGAN TO "PULL TO THE RIGHT". HE REPORTED THAT THE TAIL WAS STILL OFF THE GROUND. IN ORDER TO "KEEP FROM GOING INTO TREES" BESIDE TH RWY, HE USED THE LEFT BRAKE. SUBSEQUENTLY, THE ACFT NOSED OVER & BEGAN TO BURN IN THE ENG AREA. THE FIRE SPREAD QUICKLY & CONSUMED THE ACFT.

Brief of Accident (Continued)

File No. - 1540

8/06/83

BRENTWOOD, CA

A/C Reg. No. N5523X

Time (Lcl) - 1330 PDT

Occurrence #1 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1545

8/09/83

AFTON, CA

A/C Reg. No. N6512Q

Time (Lc1) - 0945 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -AERIAL OBSERVATION

Flight Conducted Under -14 CFR 91

Fire
NONE

Crew
Pass

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - ALON A2

Eng Make/Model - CONTINENTAL C90-16F

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1450

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 90 HP

-----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 - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WILLOWS, CA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Age - 30

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 415

Last 24 Hrs - 2

SE LAND

Months Since - 2

Make/Model- 350

Last 30 Days- 10

Aircraft Type - A2

Instrument- 6

Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL OBSERVATION MISSION, THE PASSENGER BECAME ILL. SO THE PLT ELECTED TO LAND ON A HARD-PACKED STRIP ACROSS A PLOWED FIELD. AFTER LANDING; HE WALKED OVER THE AREA. EXCEPT FOR A RUT AT ABOUT MIDFIELD, HE PERCEIVED THERE WOULD BE NO PROBLEM IN TAKING OFF AGAIN. HE DECIDED TO STAY TO THE LEFT WHILE IN THE VICINITY OF THE RUT DURING THE TAKEOFF. ALSO, THE PLT SELECTED A "POINT-OF-NO-RETURN" & AN ABORT POINT. A SHORT TIME LATER, HE BEGAN THE TAKEOFF USING SOFT FIELD PROCEDURES. HOWEVER, WHEN HE REACHED HIS ABORT POINT, THE AIRSPEED WAS DECREASING, INSTEAD OF INCREASING. HE ABORTED THE TAKEOFF, BUT WAS UNABLE TO STOP BEFORE HITTING A LEVEL AT THE END OF THE FIELD.

Brief of Accident (Continued)

File No. - 1545

8/09/83

AFTON, CA

A/C Reg. No. N6512Q

Time (Lc1) - 0945 PDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. ABORTED TAKEOFF - DELAYED - 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) 1,4

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. - 1556 8/10/83 BISHOP, CA A/C Reg. No. N6105L Time (Lc1) - 1030 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- AMERICAN GRUMMAN AA1	Eng Make/Model	- LYCOMING O-235-C2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	BISHOP, CA	
Completeness	Destination	Airport Data
Basic Weather	LAS VEGAS, NV	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- VFR	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- N/A
Obstructions to Vision	- UNK/NR	Runway Surface
Precipitation	Type Apch/Lndg	- N/A
Condition of Light	- FORCED LANDING	

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	Total	- 1553
SE LAND, ME LAND, SE SEA	Months Since	Make/Model	- 70
	Aircraft Type	Instrument	- UNK/NR
		Multi-Eng	- 160
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED HARD DURING A FORCED LANDING AND COLLAPSED THE LANDING GEAR PILOT REPORTED THAT 10-15 MINUTES AFTER TAKE OFF HE EXPERIENCED PITCH CONTROL PROBLEMS. HE WAS UNABLE TO TURN THE ACFT AND MADE A FORCED LANDING STRAIGHT AHEAD. THE PILOT STATED THAT POSSIBLY HE HIT A BIRD BUT ALSO NOTED AFTER THE ACCIDENT THAT A BOLT ON THE ELEVATOR TRIM TAB LINKAGE WAS MISSING. MAINTENANCE RECORDS INDICATED THAT ON THE LAST 100 HOUR INSPECTION THE RUDDER, AILERON AND ELEVATOR CABLES WERE INSPECTED AND THE ELEVATOR BUNGEE HOUSING WAS INSPECTED AND NO DEFECTS FOUND. THIS INSPECTION WAS PERFORMED AT A TACH TIME OF 1068.3. THE TACK TIME AFTER THE ACCIDENT WAS 1127.74. NO EVIDENCE OF A BIRD STRIKE WAS FOUND DURING EXAMINATION OF THE ACFT.

Brief of Accident (Continued)

File No. - 1556

8/10/83

BISHOP, CA

A/C Reg. No. N6105L

Time (Lcl) - 1030 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT CONTROL, ELEVATOR TAB SURFACE - IMPROPER
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. MAINTENANCE, 100 HOUR INSPECTION - PERFORMED - OTHER MAINTENANCE PSNL
4. ELEVATOR - INADEQUATE - PILOT IN COMMAND

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

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

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
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) 1,2,3,4

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. - 1557 8/21/83 PENN VALLEY, CA A/C Reg. No. NONE Time (Lcl) - 0730 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 103	Fire	Crew 0	1	0	0
Accident Occurred During	-DESCENT	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- MANTA FLEDGE 2B-FOXBAT	Eng Make/Model	- CUYUNA UL202	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 35 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- CALM		- N/A
Visibility	- 25.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
NONE	Current - N/A	Total - 12	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- 12	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT VEHICLE COLLIDED WITH A TREE AFTER A POWER LOSS DURING TAKEOFF CLIMB. THE PILOT STATED THAT HE ACCOMPLISHED A NORMAL PREFLT AND WALKED OVER THE FIELD BEFORE HIS FIRST TAKEOFF. AFTER TAKEOFF, ALL WENT WELL FOR ABOUT 1 MINUTE THEN A POWER LOSS AND A LOSS OF RUDDER CONTROL WERE EXPERIENCED. THE ULTRALIGHT PITCHED UNCONTROLLABLY DOWNWARD THEN CLIPPED THE TOP OF A 60 FT TREE. THE PILOT & VEHICLE FELL VERTICALLY TO THE GROUND & IMPACTED IN A NOSE LOW PITCH ATTITUDE. THE PILOT HAD 12 HRS TOTAL FLYING TIME, ALL IN THE SUBJECT VEHICLES. THE REASON FOR THE LOSS OF POWER WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1557

8/21/83

PENN VALLEY, CA

A/C Reg. No. NONE

Time (Lcl) - 0730 PDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)
4. 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

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. - 1510 9/04/83 SANTA PAULA, CA A/C Reg. No. N3430R Time (Lcl) - 1305 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

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

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 182L
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

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

Weather Data

Wx Briefing - TV WX
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed - 240/008 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - 1000 FT
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RIO LINDA, CA
Destination
SANTA PAULA, CA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

SANTA PAULA
Runway Ident - 22
Runway Lth/Wid - 2650/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

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

Age - 60
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model - 33
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-----

THE PLT REPORTED THAT DURING THE LANDING, HE "CAME IN TOO FAST & SHARP, BOUNCED 5 TIMES, DID A GO-AROUND & LANDED." AFTER THE LANDING, HE TAXIED TO A FUEL PUMP, THEN FOUND THAT THE ACFT WAS DAMAGED. THE ACFT HAD PORPOISED TO SUCH AN EXTENT THAT BOTH PROPELLER TIPS WERE CURLED AFT 6 INCHES & THE NOSE GEAR & FIREWALL WERE DAMAGED. APPX 12 MI SOUTH SOUTHWEST AT OXWARD, CA, THE WX WAS, IN PART: 1000 FT OVERCAST, VISIBILITY 1 MI WITH FOG & HAZE, WIND 240 DEG AT 8 KTS.

Brief of Accident (Continued)

File No. - 1510

9/04/83

SANTA PAULA, CA

A/C Reg. No. N3430R

Time (Lcl) - 1305 PDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HAZE
 2. WEATHER CONDITION - FOG
 3. FLARE - IMPROPER - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 5. GO-AROUND - DELAYED - 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) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1513

11/06/83

NEEDLES, CA

A/C Reg. No. N9302K

Time (Lc1) - 1850 PST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 188

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4400

No. of Seats - 1

Eng Make/Model - CONTINENTAL TSIO-520

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 250/003 KTS

Visibility - 45.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

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

HELICOPTER

Age - 46

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 7500 Last 24 Hrs - 10

Make/Model- 969 Last 30 Days- UNK/NR

Instrument- 700 Last 90 Days- 50

Multi-Eng - 5200 Rotorcraft - 700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE TOOK OFF APRX 10 TO 15 MIN AFTER SUNSET ON AN AERIAL APPLICATION FLT. DURING A TURN TO BEGIN A SWATH RUN, HE NOTICED AN UNEXPECTED CHANGE IN DRIFT. AS HE WAS DESCENDING BELOW THE LEVEL OF NEARBY POWER LINES, THERE WAS A LOSS OF INDICATED AIRSPEED & THE ACFT BEGAN TO SETTLE. SUBSEQUENTLY, THE GEAR STRUCK THE LIP OF A RAISED CONCRETE IRRIGATION DITCH & THE ACFT CRASHED. THE PLT REPORTED INDICATIONS OF A TEMPERATURE INVERSION & WIND SHEAR NEAR THE SURFACE. REPORTEDLY, THE ENG WAS OPERATING NORMALLY.

Brief of Accident (Continued)

File No. - 1513

11/06/83

NEEDLES, CA

A/C Reg. No. N9302K

Time (Lc1) - 1850 PST

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

Finding(s)

1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - WINDSHEAR
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
6. TERRAIN CONDITION - DIRT BANK
7. TERRAIN CONDITION - DITCH

----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) 1,2,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1507 11/26/83 OCOTILLO WELLS,CA A/C Reg. No. N4509B Time (Lc1) - 1400 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire	Crew	Serious	Minor	None	
Type of Operation -PERSONAL	NONE	Pass	0	0	0	1
Flight Conducted Under -14 CFR 91			0	0	0	2
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-J	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAN DIEGO,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	OCOTILLO WELLS
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1000
SE LAND	Months Since - 9	Make/Model- 188
	Aircraft Type - C-180	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING ARRIVAL, HE CHECKED FOR THE WIND CONDITIONS & THERE APPEARED TO BE A LIGHT X-WING OF APPX 5 TO 8 KTS. HOWEVER, WHILE ON THE LANDING ROLL, HE ENCOUNTER AN UNEXPECTED WIND THAT YAWED THE ACFT TO THE LEFT. SUBSEQUENTLY, THE ACFT GROUND LOOPED & THE RIGHT MAIN GEAR COLLAPSED. REPORTEDLY, THE WIND WAS FROM 090 DEG AT 8, GUSTING 20 KTS.

Brief of Accident (Continued)

File No. - 1507

11/26/83

OCOTILLO WELLS, CA

A/C Reg. No. N4509B

Time (Lc1) - 1400 PST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

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) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1508 11/27/83 CALIFORNIA CITY, CA A/C Reg. No. N62BG Time (Lcl) - 1230 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -APPROACH		0	1	0	0

-----Aircraft Information-----

Make/Model - BURKHART GROB FLUGZEUBAU G-103	Eng Make/Model - N/A	ELT Installed/Activated - NO	N/A
Landing Gear - BODY GEAR	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1279	Engine Type - N/A		
No. of Seats - 2	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CALIFORNIA CITY
Wind Dir/Speed- 250/002 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 70
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 166
SE LAND	Months Since - 17	Make/Model- 4
GLIDER	Aircraft Type - L-13	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS TURNING TO FINAL APPROACH WHEN THE GLIDER'S LEFT WING STRUCK THE GROUND. REPORTEDLY, HE HAD GOTTEN "TOO LOW & SLOW."

Brief of Accident (Continued)

File No. - 1508

11/27/83

CALIFORNIA CITY, CA

A/C Reg. No. N62BG

Time (Lc1) - 1230 PST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

-----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. - 1509

11/27/83

CALIENTE, CA

A/C Reg. No. N1112B

Time (Lcl) - 1145 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

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

-----Aircraft Information-----

Make/Model - HUGHES 369D
Landing Gear - SKID
Max Gross Wt - 3000
No. of Seats - 3

Eng Make/Model - ALLISON 250 C-20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 425 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 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 Apch/Lndg - FORCED LANDING

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 - 33

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - 369D

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9641	Last 24 Hrs	- 1
Make/Model-	500	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	175
Multi-Eng	- UNK/NR	Rotorcraft	- 9641

Instrument Rating(s) - NONE

-----Narrative-----

REPORTLY, THE PLT HAD INSTRUCTED THE GROUND CREW TO PLACE THE EXTERNAL CABLE\SLINGS IN THE CARGO AREA OF THE HELICOPTER. HOWEVER, THEY CONNECTED THE CABLE TO THE EXTERNAL HOOK. THE PLT WAS NOT AWARE OF THIS & TOOK OFF. AFTER TAKEOFF, THE CABLE HIT THE TAIL ROTOR & BECAME WRAPPED AROUND THE AFT SECTION OF THE HELICOPTER. THE PLT STATED THAT HE HEARD A LOUD NOISE AFTER TAKING OFF, BUT AT 1ST, EVERYTHING SEEMED OK. SHORTLY AFTER THAT, WHILE DESCENDING, THE HELICOPTER BEGAN TO YAW. HE TRIED TO FLY THE HELICOPTER AWAY FROM A TREE LINE. HOWEVER, HE LOST CONTROL, THE CRAFT BEGAN TO SPIN TO THE RIGHT, AND SUBSEQUENTLY, IT CRASHED INTO A CLEARING.

Brief of Accident (Continued)

File No. - 1509

11/27/83

CALIENTE, CA

A/C Reg. No. N1112B

Time (Lcl) - 1145 PST

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

Finding(s)

1. INSTRUCTIONS, WRITTEN/VERBAL - INADEQUATE - PILOT IN COMMAND
2. MISC EQPT/FURNISHINGS - OTHER
3. INTERPRETATION OF INSTRUCTIONS - IMPROPER - GROUND PERSONNEL
4. ROTOR DRIVE SYSTEM - FOREIGN OBJECT DAMAGE
5. ROTOR DRIVE SYSTEM - OVERLOAD

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

Finding(s)

6. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1481

5/13/83

AURORA, CO

A/C Reg. No. N2943Z

Time (Lcl) - 0930 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

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

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA28R-201T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-FB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 330/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 400 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ENGLEWOOD, CO
Destination
TOPEKA, KS

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

COLUMBINE
Runway Ident - 32
Runway Lth/Wid - 5000/ 40
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 488
Make/Model- 25
Instrument- 73
Multi-Eng - 7
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RECEIVED A JUMP START BECAUSE THE BATTERY FAILED TO START THE ENG. AFTER DEPARTURE & LEVELING OF AT 10,000 FT, HE WAS CONCERNED WITH THE 1 INCH OF RIME ICE HE HAD PICKED UP & GOT AN UPDATED WX BRIEFING FROM FLT WATCH. HE ASKED FOR & RECEIVED A CLEARANCE BACK TO ARAPAHOE ARPT. DURING LETDOWN TOTAL ELECTRICAL FAILURE OCCURRED. AFTER BREAKING OUT OF THE OVERCAST HE WAS ABLE TO LOCATE COLUMBINE ARPT. WHILE FLYING IN & OUT OF CLOUDS THE ACFT LANDED SHORT OF THE RWY DURING THE 2ND LANDING ATTEMPT. ABOUT 1-1/2 INCHES OF ICE HAD ACCUMULATED ON THE ACFT. EXAM OF THE BATTERY REVEALED THAT IT HAD BEEN EXPOSED TO VERY HIGH OPERATING TEMPS. THE 6 CELLS WERE DRY. THE TOP OF THE BATTERY BORE EVIDENCE OF PAINT BUBBLING & CASE DISTORTION.

Brief of Accident (Continued)

File No. - 1481

5/13/83

AURORA, CO

A/C Reg. No. N2943Z

Time (Lcl) - 0930 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
2. ELECTRICAL SYSTEM, BATTERY - OVERLOAD
3. ELECTRICAL SYSTEM, BATTERY - FAILURE, TOTAL
4. ELECTRICAL SYSTEM - FAILURE, TOTAL

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

Occurrence #3 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - CLOUDS
7. WEATHER CONDITION - SNOW
8. WEATHER CONDITION - OBSCURATION
9. WEATHER CONDITION - ICING CONDITIONS
10. FUSELAGE - ICE
11. WING - ICE
12. STABILIZER - ICE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

13. TERRAIN CONDITION - SOFT
14. TERRAIN CONDITION - WET

----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) 5,6,7,8,9,10,11,12,13,14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1560 5/30/83 ENGLEWOOD, CO A/C Reg. No. N29958 Time (Lcl) - 0130 MDT

-----Basic Information-----

Type Operating Certificate-COMMERCIAL OPERATOR	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
			2		0

-----Aircraft Information-----

Make/Model - DOUGLAS DC-3C	Eng Make/Model - P&W R-1830-90D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 26200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	Rated Power - 1050 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	PAGE, AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ENGLEWOOD, CO	ARAPAHOE COUNTY
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 3.000 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 8502/ 101
Lowest Sky/Clouds - 200 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - ILS - COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2985
SE LAND, ME LAND	Months Since - 5	Make/Model- 120
	Aircraft Type - DC-3C	Instrument- 0
		Multi-Eng - 120
		Last 24 Hrs - 6
		Last 30 Days- 5
		Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DRAGGED A WING DURING LANDING TOUCHDOWN IN IMC WEATHER CONDITIONS. THE PILOT HAD BROKEN OUT MISALIGNED WITH THE RWY. AS THE AIRSPEED DECAYED DURING THE TRANSITION FROM IFR TO VFR THE CO-PILOT TOOK CONTROL BECAUSE HE THOUGHT HE COULD SEE THE RWY BETTER. IN LOWERING THE NOSE OF THE ACFT AND CORRECTING THE ACFT FOR LANDING THE ACFT STALLED ABOUT 5 FT AGL AND THE RIGHT WING DRAGGED. THE ACFT LANDED ON RWY CENTERLINE AND ROLLED OUT NORMALLY. THE FLT CREW WAS UNAWARE OF THE DRAGGED WING UNTIL A PASSENGER ASKED WHAT HAD CAUSED THE SPARKS TO COME FROM THE RIGHT WING. THE CO-PILOT STATED THAT HE THOUGHT THINGS WOULD HAVE BECOME WORSE IF HE HAD NOT TAKEN CONTROL OF THE ACFT WHEN HE DID.

Brief of Accident (Continued)

File No. - 1560

5/30/83

ENGLEWOOD, CO

A/C Reg. No. N29958

Time (Lc1) - 0130 MDT

Occurrence DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
2. AIRSPEED - BELOW - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - PERFORMED - COPILOT

-----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. - 1562 7/07/83 COLORADO SPRING, CO A/C Reg. No. N65236 Time (Lc1) - 0830 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- BEECH C-23	Eng Make/Model	- LYCOMING O-360	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	CO. SPRINGS MUNICIPAL
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 12
Lowest Sky/Clouds	Type of Clearance	Runway Lth/Wid
Lowest Ceiling	- NONE	- 8511/ 150
Obstructions to Vision	Type Apch/Lndg	Runway Surface
Precipitation	- TOUCH AND GO	Runway Status
Condition of Light		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	Total	- 67
	Months Since	Make/Model	- 67
	Aircraft Type	Instrument	- 0
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 16

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT THE ACFT WAS CLEARED FOR A TOUCH & GO LANDING TO RWY 17 AND WHEN DIRECTLY ACROSS FROM THE THRESHOLD OF RWY 17 ON THE DOWNWIND LEG WAS RE-CLEARED FOR TOUCH & GO'S TO RWY 12. THE APPROACH TO RWY 12 WAS STEEP, TOUCHDOWN OCCURRED MID-POINT OF THE THE RWY AND A GO-AROUND WAS ABORTED WHEN THE PLT REALIZED HE WOULD NOT CLEAR THE BUILDING AT PATTERSON AFB. HE STATED, "I CUT THE POWER AND DROPPED THE PLANE ON THE GROUND."

Brief of Accident (Continued)

File No. - 1562

7/07/83

COLORADO SPRING, CO

A/C Reg. No. N65236

Time (Lc1) - 0830 MDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DESCENT - EXCEEDED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1452

7/16/83

BURLINGTON, CO

A/C Reg. No. N1584M

Time (Lcl) - 1130 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

		Injuries			
		Fatal	Serious	Minor	None
		0	0	0	1
		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 188A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

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

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----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
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

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 - 33
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	3200
Last 24 Hrs	UNK/NR
Last 30 Days	UNK/NR
Last 90 Days	70
Rotorcraft	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED INTO THE GROUND AFTER A DIVE AND ACCELERATED PULL-UP DURING AERIAL APPLICATION. THE PILOT STATED THAT HE WAS DOING THE STEEP PULL-UPS AND DIVES BECAUSE OF PROXIMITY TO THE CITY OF BURLINGTON CO. HE SAID THE ACFT WAS JUST ABOUT EMPTY OF GAS AND CHEMICAL SPRAY AS HE MADE THE CLEANUP PASS WHEN THE ACCIDENT HAPPENED. HE DOVE FROM ABOUT 300 FT AT A 60-70 DEGREE DIVE TO WITHIN 50 FT OF THE GROUND BEFORE BEGINNING TO FLARE. HE ESTIMATED THE IAS AT 105 KTS WHEN HE STARTED THE FLARE. DURING THE FLARE THE ACFT SHUDDERED. HE STATED THAT DURING THE PULL-UP WING OVER TURN AROUND MANEUVER THE ACFT NEVER SHUDDERED AND THE STALL WARNING DID NOT SOUND. WHEN THE ACFT SHUDDERED DURING THE PULL-OUT OF THE DIVE THE PILOT SAID HE RELEASED BACK PRESSURE FOR A SECOND AND THE ACFT IMPACTED THE GROUND IN A 3 POINT ATTITUDE. THE ACFT PANCACKED HARD AND SLID 75 YARDS. THE LANDING GEAR COLLAPSED ON IMPACT. THE GROUND ELEVATION AT THE ACCIDENT SITE IS ABOUT 4178 FT. THE DENSITY ALT WAS FIGURED TO BE 7500 FT.

Brief of Accident (Continued)

File No. - 1452

7/16/83

BURLINGTON, CO

A/C Reg. No. N1584M

Time (Lc1) - 1130 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
3. PROPER DESCENT RATE - EXCESSIVE - PILOT IN COMMAND
4. FLARE - NOT POSSIBLE - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation MANEUVERING - AERIAL APPLICATION

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) 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. - 1454

8/12/83

PARKER, CO

A/C Reg. No. N2183A

Time (Lc1) - 1945 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-22-135
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-62
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 9000 FT THIN BKN
Lowest Ceiling - 15000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ENGLEWOOD, CO
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

EVERITT PVT AIRSTRIP
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 - 35
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	65	Last 24 Hrs - UNK/NR
Make/Model-	42	Last 30 Days- UNK/NR
Instrument-	1	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSE GEAR COLLAPSED DURING A FORCED LANDING AFTER THE ENGINE QUIT. NEITHER THE ACFT OWNER NOR THE ACFT HAD FLOWN FOR OVER 9 MONTHS. THE OWNER WAS ON A RECHECK FLT WITH A CFI FOR CURRENCY. THE OWNER HAD PREFLIGHTED THE ACFT AND FOUND NO WATER IN THE FUEL SUMPS. THE CFI DID NOT PARTICIPATE IN THE PREFLIGHT OR EVEN WITNESS IT BUT ACCEPTED THE OWNERS ASSESSMENT SINCE HE HAD SEEN THE OWNER PREFLT ON A PRIOR OCCASION. THE FLT PROCEEDED NORMALLY UNTIL THE CFI MADE SOME STEEP TURNS. THE ENGINE FAILED TO RESPOND TO THROTTLE A SHORT WHILE AFTER THE TURNS WHILE THE OWNER WAS FLYING. THE CFI TOOK OVER FOR THE EMERGENCY AND FAILED TO GET A RESTART SO A FORCED LANDING WAS MADE. POST ACCIDENT INVESTIGATION REVEALED WATER IN THE FUEL LINES AND CARBURETOR. ONE CUP OF WATER WAS DRAINED FROM THE GASCOLATOR. THE ACFT HAS TWO 18 GALLON FUEL TANKS SITUATED IN THE WINGS LEVEL ENOUGH SO THAT WATER COULD COLLECT OVER THE ENTIRE BOTTOM WITHOUT COLLECTING AT THE FUEL OUTLET LINES.

Brief of Accident (Continued)

File No. - 1454

8/12/83

PARKER, CO

A/C Reg. No. N2183A

Time (Lc1) - 1945 MDT

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

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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

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

Finding(s)

4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

-----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. - 1563 8/31/83 LAMAR,CO A/C Reg. No. N7606Z Time (Lcl) - 0815 MDT

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew 0	1	0	0
Flight Conducted Under	-14 CFR 137	ON GROUND	Pass 0	0	0	0
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- PIPER PA-25-260	Eng Make/Model	- LYCOMING O-540-G1A5	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 260 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	LAMAR,CO	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	LAMAR
Wind Dir/Speed	- 270/001 KTS	ATC/Airspace	Runway Ident
Visibility	- 5.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- UNK/NR
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3800	Last 24 Hrs - 5
SE LAND,ME LAND	Months Since - 6	Make/Model - 97	Last 30 Days - 116
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 11
		Multi-Eng - 400	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND DURING AN AERIAL APPLICATION MANEUVER. THE PILOT STATED THAT HE FINISHED THE SECOND SPRAY RUN AND WHILE IN A TURN THE ACFT HIT THE GROUND ON FLAT TERRAIN. THE PILOT STATED THAT HE DID NOT REMEMBER ANYMORE ABOUT THE FLT. A FUEL SPILL FIRE STARTED AFTER THE CRASH. THE CHEMICAL SPILL FROM THE RUPTURED HOPPER EXTINGUISHED THE BLAZE.

Brief of Accident (Continued)

File No. - 1563

8/31/83

LAMAR, CO

A/C Reg. No. N7606Z

Time (Lcl) - 0815 MDT

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

Finding(s)

1. ALTITUDE - INADEQUATE - 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. - 1422 9/25/83 ERIE,CO

A/C Reg. No. N4412L

Time (Lcl) - 1100 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-MANEUVERING				

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - EIPPER QUICKSILVER MX 11
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - ROTAX 503
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - 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/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ERIE,CO
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 21

Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

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

Total	- 480	Last 24 Hrs	- 4
Make/Model-	110	Last 30 Days-	UNK/NR
Instrument-	52	Last 90 Days-	145
Multi-Eng	- 18		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF THE 2 PLACE, ULTRALIGHT VEHICLE STATED THAT HE WAS DEMONSTRATING A POWER OFF GLIDE WHEN A SEVERE SINK DEVELOPED. HE APPLIED FULL POWER; HOWEVER, HE WAS UNABLE TO ARREST THE DESCENT PRIOR TO GROUND IMPACT. THE PLT REPORTED THAT THE WIND WAS VARIABLE AT 5 GUSTING 10 KTS.

Brief of Accident (Continued)

File No. - 1422

9/25/83

ERIE,CO

A/C Reg. No. N4412L

Time (Lc1) - 1100 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - DOWNDRAFT
5. PROPER ALTITUDE - 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) 1,5

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. - 1471 4/07/83 AVON,CT

A/C Reg. No. N59123

Time (Lcl) - 2350 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-AIR CENTRAL, INC.	SUBSTANTIAL									
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	0	Serious	0	Minor	0	None	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0	0	0	
Accident Occurred During	-LANDING										

-----Aircraft Information-----

Make/Model	- CESSNA 210L	Eng Make/Model	- CONTINENTAL IO-520-L	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 285 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	PHILADELPHIA,PA			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	TETERBORO,NJ		Runway Ident	- N/A
Wind Dir/Speed	- 170/016 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- IFR	Runway Status	- N/A
Lowest Ceiling	- 700 FT BROKEN	Type Apch/Lndg	- PRECAUTIONARY LNDG		
Obstructions to Vision	- FOG				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 4000	Last 24 Hrs - 6
SE LAND,ME LAND	Months Since - 1	Make/Model - 120	Last 30 Days - UNK/NR
	Aircraft Type - C-210L	Instrument - 850	Last 90 Days - 145
		Multi-Eng - 2500	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE AND BROKE THE NOSE LANDING GEAR DURING AN EMERGENCY LANDING AFTER ELECTRICAL FAILURE. AFTER THE FAILURE, USING MATCHES AND A FLASHLIGHT, THE PLT TRIED TO LAND BUT COULD NOT FIND THE ARPT. THE WEATHER WAS DETERIORATING SO WHEN A FIELD THAT SEEMED SUITABLE FOR LANDING APPEARED THE CREW DECIDED TO LAND. THE ACFT HAD ONLY BEEN OPERATED ABOUT 22 HOURS SINCE THE ELECTRICAL SYSTEM HAD BEEN REPAIRED AFTER A CHARGING PROBLEM WAS REPORTED. AFTER THE ACCIDENT THE ALTERNATOR AND REGULATOR WERE TESTED AND FOUND DEFECTIVE. VISUAL INSPECTION OF THE ALTERNATOR SHOWED THAT BOTH BRUSH SLIP RINGS WERE GOUGED AND GROOVED. ONE OF THE TWO WIRES ATTACHED TO THE SLIP RING TERMINAL WAS NOT SOLDERED AS IT SHOULD HAVE BEEN. THIS WIRE WAS LOSELY BENT AROUND THE TERMINAL.

Brief of Accident (Continued)

File No. - 1471

4/07/83

AVON, CT

A/C Reg. No. N59123

Time (Lc1) - 2350 EST

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

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL
2. ELECTRICAL SYSTEM, VOLTAGE REGULATOR - FAILURE, TOTAL
3. ELECTRICAL SYSTEM, BATTERY - FAILURE, TOTAL
4. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL

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

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
7. WEATHER CONDITION - LOW CEILING
8. WEATHER CONDITION - FOG

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

Finding(s)

9. OBJECT - TREE(S)

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

10. LANDING GEAR, NOSE GEAR - OVERLOAD
11. TERRAIN CONDITION - OPEN FIELD
12. TERRAIN CONDITION - WET

-----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) 5,6,7,8,9,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1580

9/19/83

DOVER, DE

A/C Reg. No. N64006

Time (Lc1) - 2000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

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

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA C172M
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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/003 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
LINDEN, NJ
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

CHANDELLE
Runway Ident - 04
Runway Lth/Wid - 2520/ 28
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 - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	192	Last 24 Hrs	-	3
Make/Model	-	135	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	9

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT RAN OFF THE END OF THE RWY, GROUNDLOOPEED, AND COLLIDED WITH A TREE DURING AN EFFORT TO AVOID A BLAST FENCE. THE LANDING, MADE AT NIGHT WITH TOUCHDOWN OCCURRING TOO FAR DOWN THE RWY. AN APPROACH HAD ALREADY BEEN ABANDONED DUE TO EXCESSIVE AIRSPEED, THE 2ND APPROACH WAS AT 75 MPH. THE ACFT FLOATED AFTER THE FLARE BUT THE PILOT CONTINUED THE LANDING.

Brief of Accident (Continued)

File No. - 1580

9/19/83

DOVER, DE

A/C Reg. No. N64006

Time (Lc1) - 2000 EDT

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
3. GO-AROUND - DELAYED - 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) 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. - 1465 1/21/83 LEESBURG, FL A/C Reg. No. N69K Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	1	1
Accident Occurred During - LANDING			0	0	0
					None
					0
					0

-----Aircraft Information-----

Make/Model - BEECH C45H	Eng Make/Model - P & W R-985	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 7850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LEESBURG MUNICIPAL
Wind Dir/Speed- 280/012 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4984/ 150
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1575
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - 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) - UNK/NR

-----Narrative-----

THE ACFT CRASHED INTO A LAKE DURING A FORCED LANDING AFTER THE ENGINES QUIT. THE PIC HAD GONE FOR A LOCAL FLT WITH A PLT/PASSENGER. AFTER A FEW MINUTES OF FLT HE ANNOUNCED THAT THEY DID NOT HAVE ANY FUEL. THE ACFT WAS ON AN APPROACH TO RETURN WHEN BOTH ENGINES BEGAN TO CUT OUT. THE ACFT DID NOT MAKE THE RWY AND IMPACTED IN THE LAKE. THE OCCUPANTS WERE ABLE TO EVACUATE AND WERE PICKED UP BY FISHERMEN. THE ACFT CAME TO REST ON THE BOTTOM OF THE LAKE. THE ACFT HAD JUST COMPLETED A CROSS-COUNTRY WITH THE SAME PIC AND NO REFUELING WAS ACCOMPLISHED.

Brief of Accident (Continued)

File No. - 1465

1/21/83

LEESBURG, FL

A/C Reg. No. N69K

Time (Lc1) - 1630 EST

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

Finding(s)

1. FUEL SUPPLY - DISREGARDED - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
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. - 1407

1/30/83

ARCHER, FL

A/C Reg. No. N1LG

Time (Lc1) - 0920 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

3

0

0

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - BELLANCA 17-31A

Eng Make/Model - LYCOMING IO-540-KE5

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3325

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 2

Rated Power - 300 HP

-----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 - 6.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 1500 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

TAMPA, FL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

FLYING TEN

Runway Ident - 36

Runway Lth/Wid - 3015/ 125

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Age - 38

Medical Certificate - NON-VALID MEDICAL

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 1280

Last 24 Hrs - 0

SE LAND

Months Since - 29

Make/Model- 240

Last 30 Days- UNK/NR

Aircraft Type - 17-31A

Instrument- 10

Last 90 Days- 3

Multi-Eng - 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THE TAKEOFF WAS BEGUN WITH 1/2 FLAPS. IMMEDIATELY AFTER BREAKING GROUND, THE AIRCRAFT NOSED UP AND ROLLED TO THE RIGHT. FORWARD PRESSURE WAS APPLIED TO THE YOKE AND FULL LEFT AILERON WAS APPLIED. FULL RIGHT RUDDER WAS ALSO APPLIED BUT THE AIRCRAFT YAWED LEFT AND FLEW INTO THE TREES ON THE WEST SIDE OF THE RUNWAY. THE LEFT WING HIT A TREE AND THE AIRCRAFT STRUCK THE GROUND. AFTER SKIDDING SOME DISTANCE THE AIRPLANE TURNED INVERTED AND STOPPED. INSPECTION OF THE RUNWAY SHOWED A GOUGE MADE BY THE TAIL SKID THAT WAS VISIBLE FROM ABOUT 100 FEET FROM THE SOUTHERN END OF THE STRIP TO THE LIFTOFF POINT NEAR MIDFIELD ON THE 3015 FOOT STRIP.

Brief of Accident (Continued)

File No. - 1407

1/30/83

ARCHER, FL

A/C Reg. No. N1LG

Time (Lc1) - 0920 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
 3. LIFT-OFF - NOT MAINTAINED - PILOT IN COMMAND
 4. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1484

2/23/83

CHULUOTA, FL

A/C Reg. No. N2081X

Time (Lcl) - 1000 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

1

0

0

0

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - CESSNA 182H

Eng Make/Model - CONTINENTAL O-470-R

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2800

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 230 HP

-----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

Lowest Sky/Clouds - 4000 FT

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

JEKYLL ISLAND, GA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FLYING SEMINOLE RANCH

Runway Ident - 29

Runway Lth/Wid - 4000/ 160

Runway Surface - GRASS/TURF

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 600

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 ACFT CRASHED FROM 200 FT AGL ON TAKEOFF. WITNESSES SAID THE ENGINE QUIT AND THE ACFT MADE A STEEP LEFT TURN AND THEN DOVE STRAIGHT TO THE GROUND. THE ACFT HAD ALMOST MADE A 180 DEGREE TURN TO LINE UP WITH STATE ROAD 419 WHEN IT CRASHED. THIS ROAD PARALLELED THE TAKEOFF RWY ABOUT 600 FT TO THE SOUTH. THE ACFT HAD JUST BEEN REFUELED BEFORE TAKEOFF. OTHER ACFT USED THIS FUEL SOURCE AND NOTED NO DISCREPANCIES RELATED TO FUELING. EXAMINATION OF THE POWERPLANT WAS ACCOMPLISHED WITH NEGATIVE RESULTS. A SUBSTANTIAL AMOUNT OF WATER WAS FOUND AROUND THE CENTER ELECTRODE OF THE SPARK PLUGS. EVIDENCE OF MOISTURE WAS ALSO FOUND IN THE CARBURETOR BOWL, HOWEVER THE FIRE DEPT HAD SPRAYED CONSIDERABLE AMOUNTS OF WATER OVER THE WRECKAGE TO EXTINGUISH THE INTENSE POST CRASH FIRE.

Brief of Accident (Continued)

File No. - 1484

2/23/83

CHULUOTA, FL

A/C Reg. No. N2081X

Time (Lcl) - 1000 EST

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

Finding(s)
1. UNDETERMINED

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

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----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. - 1406 3/30/83 HOMESTEAD, FL A/C Reg. No. N47WJ Time (Lcl) - 1415 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

-----Aircraft Information-----

Make/Model - BELL 47G2
Landing Gear - FLOAT
Max Gross Wt - 2450
No. of Seats - 2

Eng Make/Model - LYCOMING VO-435-A1F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Itinerary

Last Departure Point
MARATHON, FL
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Basic Weather - VMC

Wind Dir/Speed- 090/005 KTS
Visibility - 8.0 SM

ATC/Airspace

Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL STRAIGHT-IN

Airport Data

HOMESTEAD
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
SE LAND, ME LAND
HELICOPTER

Age - 65

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - 47G2

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 10200	Last 24 Hrs	- 1
Make/Model-	3200	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	10
Multi-Eng -	2000	Rotorcraft -	3200

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT HE MADE A NORMAL CROSSWIND APPROACH FOR LANDING, NEARING GROUND AT ABOUT 4 OR 5 FEET AGL. IN EXTREMELY GUSTY WEATHER, THE AIRCRAFT STRUCK THE GROUND FIRST, WENT VERTICAL ABOUT 10 OR 15 FEET THEN LOST LIFT AND DROPPED TO GROUND HARD, LANDING ON LEFT SIDE. TURNED OVER ON LEFT SIDE.

Brief of Accident (Continued)

File No. - 1406

3/30/83

HOMESTEAD, FL

A/C Reg. No. N47WJ

Time (Lcl) - 1415 EST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1496 3/30/83 MIAMI, FL A/C Reg. No. N39431 Time (Lcl) - 0955 EST

---Basic Information---

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-TAKEOFF						

---Aircraft Information---

Make/Model	- STINSON 10A	Eng Make/Model	- FRANKLIN 4AC-199-E3	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 90 HP		

---Environment/Operations Information---

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 120/009 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>KENDALL GLIDERPORT</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 3500/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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---Personnel Information---

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">UNK/NR</p> <p> Instrument Rating(s) - UNK/NR</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - UNK/NR</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate -</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <p style="padding-left: 40px;">Total - UNK/NR</p> <p style="padding-left: 40px;">Make/Model- UNK/NR</p> <p style="padding-left: 40px;">Instrument- UNK/NR</p> <p style="padding-left: 40px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 40px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 40px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 40px;">Last 90 Days- UNK/NR</p> <p style="padding-left: 40px;">Rotorcraft - UNK/NR</p>
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---Narrative---

THE OWNER OF THE ACFT SAID THAT THE PLT WAS NEGOTIATING TO BUY THE ACFT BUT CONDUCTED THIS FLT WITHOUT PROPER AUTHORITY IN THE ACFT THAT WAS NOT AIRWORTHY. THE PLT HAD LANDED THE ACFT EARLIER IN AN EMERGENCY SITUATION DECLARING A LOSS OF OIL PRESSURE AND RPM. AFTER LOOKING THE PLANE OVER AND CHARGING THE BATTERY TO GET THE ACFT STARTED THE PLT TOOK OFF AGAIN AND STRUGGLED HALFWAY AROUND THE TRAFFIC PATTERN IN A SEMI-STALLED STATE UNTIL HE CRASHED AND NOSED OVER. THE PLT GAVE A FICTITIOUS NAME TO AUTHORITIES AND DISAPPEARED. HIS TRUE IDENTITY WAS NOT DETERMINED. THE OWNER SAID THE PLT HAD READ THE ACFT LOGBOOKS AND KNEW THE ACFT WAS NOT AIRWORTHY.

Brief of Accident (Continued)

File No. - 1496

3/30/83

MIAMI, FL

A/C Reg. No. N39431

Time (Lc1) - 0955 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND
 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

-----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. - 1483

4/09/83

GAINESVILLE, FL

A/C Reg. No. N6418V

Time (Lc1) - 2020 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC

Itinerary

Last Departure Point
CEDAR KEY, FL
Destination
ARCHER, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 240/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR BROKEN
Obstructions to Vision- GROUND FOG
Precipitation - RAIN SHOWERS
Condition of Light - NIGHT(DARK)

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg -

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 - 65
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-172

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

Total -	530	Last 24 Hrs -	1
Make/Model-	500	Last 30 Days-	13
Instrument-	4	Last 90 Days-	130

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED ABOUT 8 MILES FROM THE INTENDED DESTINATION DURING WEATHER ON A DARK NIGHT. THE PLT HAD GONE OUTBOUND THAT AFTERNOON WITH TWO PASSENGERS WHO DID NOT RETURN WITH HIM BECAUSE OF MOTION SICKNESS. ACCORDING TO THE ONE OF HIS FORMER INSTRUCTORS THE PLT HAD A TENDENCY TO "PRESS THE WEATHER." HE HAD BEEN ADVISED NOT TO FLY ON THIS DAY AND HIS RELATIVES ASKED HIM NOT TO TRY THE RETURN TRIP BECAUSE OF DARKNESS AND WEATHER. HE WENT ANYWAY BECAUSE OF AN IMPENDING TRIP THE NEXT DAY.

Brief of Accident (Continued)

File No. - 1483

4/09/83

GAINESVILLE, FL

A/C Reg. No. N6418V

Time (Lc1) - 2020 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
6. WEATHER CONDITION - RAIN
7. WEATHER CONDITION - FOG
8. WEATHER CONDITION - LOW CEILING

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

Finding(s)

9. LIGHT CONDITION - DARK NIGHT
10. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
12. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
13. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - 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) 1,2,3,10,11

Factor(s) relating to this accident is/are finding(s) 4,5,6,7,8,9,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1500

5/17/83

NEAR SOUTH BAY, FL

A/C Reg. No. N8235N

Time (Lcl) - 0900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -UNKNOWN

-----Aircraft Information-----

Make/Model - PIPER PA-28-140

Eng Make/Model - LYCOMING O-320-E2A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2150

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 150 HP

-----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 - .250 SM

Lowest Sky/Clouds - 100 FT

Lowest Ceiling - 100 FT OBSCURED

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MIAMI, FL

Destination

LA BELLE, FL

Airport Proximity

UNK/NR

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg -

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 36

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

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-----

THE PLT HAD RECENTLY PURCHASED THE ACFT & WAS USING IT TO COMMUTE ON A WEEKLY BASIS BETWEEN HIS RESIDENCE IN HIALEAH & LA BELLE WHERE HE WORKED AS AN ACFT MECHANIC. THE WRECKAGE WAS FOUND COMPLETELY SUBMERGED IN A CANAL AFTER A FLORIDA FISH & GAME OFFICIAL BECAME SUSPICIOUS WHEN HE OBSERVED SOME SMALL DEBRIS HANGING FROM A POWERLINE. VFR WX PREVAILED IN MIAMI DURING THE 0830 DEPARTURE. HOWEVER, A WITNESS AT THE LA BELLE ARPT STATED THAT AFTER 0700 FOG COMPLETELY COVERED THE ARPT & VISIBILITY WAS DOWN TO 30 FT. THE WIND THEN PICKED UP AROUND 1000 & BETWEEN 1030 & 1100 THE WIND BLEW THE FOG AWAY.

Brief of Accident (Continued)

File No. - 1500

5/17/83

NEAR SOUTH BAY, FL

A/C Reg. No. N8235N

Time (Lc1) - 0900 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. OBJECT - WIRE, TRANSMISSION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

-----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) 1,2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1498 6/03/83 CLEARWATER, FL A/C Reg. No. N275ZA Time (Lcl) - 2040 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

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

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - BEECH 58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 010/006 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
ORLANDO, FL
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

CLEARWATER EXECUTIVE
Runway Ident - 15
Runway Lth/Wid - 3300/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND,SE SEA

Age - 51
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

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

Total	- 3487	Last 24 Hrs	- 1
Make/Model-	717	Last 30 Days-	UNK/NR
Instrument-	542	Last 90 Days-	92
Multi-Eng	- 2219	Rotorcraft	- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A DIRT MOUND AND TAXIWAY DURING LANDING TO THE LEFT OF THE RWY. THE PLT STATED THAT DUE TO POOR VISIBILITY CAUSED BY HAZE AND THE SETTING SUN THAT HE MISTOOK A WHITE LINE OF SAND AS THE CENTERLINE OF THE RWY. THIS LINE WAS LEFT OF THE RWY AND THE LANDING OFF THE RWY LED TO THE COLLAPSE OF THE LANDING NOSE GEAR AND LEFT MAIN GEAR AS THE ACFT STRUCK A DIRT MOUND AND A TAXI WAY. THE RIGHT MAIN GEAR COLLAPSED AFTER THE OTHER GEAR FAILED.

Brief of Accident (Continued)

File No. - 1498

6/03/83

CLEARWATER, FL

A/C Reg. No. N275ZA

Time (Lcl) - 2040 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - SUNGLARE
 2. WEATHER CONDITION - HAZE
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 4. TERRAIN CONDITION - DIRT BANK
-

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
 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) 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. - 1430 6/12/83 ALVA, FL A/C Reg. No. N2188S Time (Lcl) - 1115 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -APPROACH			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 210L	Eng Make/Model - CONTINENTAL IO-520-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CLEARWATER, FL	SIAMRO RANCH
Wind Dir/Speed- 170/007 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 14.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 120
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 76	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3000
SE LAND	Months Since - 1	Make/Model- 3000
	Aircraft Type - UNK/NR	Instrument- 890
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON DEPARTURE THE PILOT STATED THAT THE LANDING GEAR WOULD NOT RETRACT FULLY AND THE ENGINE DID NOT SEEM TO BE PRODUCING FULL POWER SO HE ELECTED TO RETURN TO THE AIRPORT. DURING THE TURN FROM BASE TO FINAL APPROACH, FLAPS WERE EXTENDED TO THE FULL POSITION. THE SINK RATE BECAME EXCESSIVE AND THE FLAPS WERE RETRACTED TO 10 DEGREES. THIS DID NOT EFFECTIVELY DECREASE THE SINK RATE SO THE THROTTLE WAS PUSHED FULL IN. THE AIRCRAFT TOUCHED DOWN APRX 100 YARDS SHORT OF THE RUNWAY, COLLIDED WITH A DITCH AND THEN WENT THRU A FENCE, NOSED OVER AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 1430

6/12/83

ALVA, FL

A/C Reg. No. N2188S

Time (Lc1) - 1115 EDT

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

Finding(s)

1. FUEL SYSTEM, INJECTOR - BLOCKED(PARTIAL)
 2. LANDING GEAR - FAILURE, PARTIAL
 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 4. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH
-

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

Finding(s)

7. OBJECT - FENCE
-

Occurrence #4 NOSE DOWN
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) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1431

6/18/83

MIAMI BEACH, FL

A/C Reg. No. N3364V

Time (Lcl) - 0806 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

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

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BEECH BE-35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTENTINAL E-185-11
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 185 HP

ELT Installed/Activated - YES/YES
Stall Warning System - 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 - 8.0 SM

Lowest Sky/Clouds - 3000 FT

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - UNK/NR

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOLLYWOOD, FL

Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - 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

SE LAND

Age - 22

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 257 Last 24 Hrs - 1

Make/Model- 93 Last 30 Days- UNK/NR

Instrument- 3 Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE CRUISING WITH ANOTHER AIRCRAFT AT AN UNKNOWN ALTITUDE THE OIL PRESSURE BEGAN TO DECREASE. SHORTLY AFTER THIS, THE ENGINE FAILED. THE OIL TEMP, CYLINDER TEMP, AND EXHAUST GAS TEMP REMAINED IN THE NORMAL RANGE THE ENGINE STOPPED ROTATING PRIOR TO THE AIRCRAFTS DITCHING. THE AIRCRAFT WAS LOST IN APRX 700 FEET OF WATER.

Brief of Accident (Continued)

File No. - 1431

6/18/83

MIAMI BEACH, FL

A/C Reg. No. N3364V

Time (Lcl) - 0806 EDT

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

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, TOTAL
 2. ENGINE ASSEMBLY - UNDETERMINED
-

Occurrence #2 DITCHING
Phase of Operation DESCENT - EMERGENCY

-----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. - 1445 6/28/83 LEHIGH ACRES, FL A/C Reg. No. N485B Time (Lcl) - 1903 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	0	1	0	0
Accident Occurred During	-LANDING		0	1	0	0

-----Aircraft Information-----

Make/Model	- BEECH V35A	Eng Make/Model	- CONTINENTAL IO-520-B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 160/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 3000 FT BROKEN</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MARATHON, FL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data LEHIGH ACRES WEST</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 3000/ 400</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3020
SE LAND, ME LAND	Months Since - 1	Make/Model - 600
	Aircraft Type - UNK/NR	Instrument - 0
		Multi-Eng - 1500
		Last 24 Hrs - 6
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT HE STARTED TO MAKE A GO AROUND AFTER HE REALIZED THAT HE WOULD NOT BE ABLE TO STOP THE AIRCRAFT ON THE WET RUNWAY. HE FAILED TO GAIN SUFFICIENT ALTITUDE TO CLEAR THE TREES JUST BEYOND THE AIRPORT BOUNDARY. HE SAID HE LANDED AT THE NORMAL TOUCHDOWN POINT AND ATTRIBUTED HIS FAILURE TO STOP TO HYDROPLANING ON THE WET RUNWAY.

Brief of Accident (Continued)

File No. - 1445

6/28/83

LEHIGH ACRES, FL

A/C Reg. No. N485B

Time (Lc1) - 1903 EDT

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

Finding(s)

1. TERRAIN CONDITION - WET
 2. GO-AROUND - DELAYED - PILOT IN COMMAND
 3. PROPER CLIMB RATE - NOT OBTAINED - 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. - 1514 7/02/83 GAINESVILLE, FL A/C Reg. No. N1FQ Time (Lc1) - 1345 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - FERRY	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - LAKE LA-4	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	KEY STONE HGHTS, FL	GAINESVILLE
Wind Dir/Speed- 030/004 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4147/ 150
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 10819
SE LAND, ME LAND, SE SEA	Months Since - 3	Make/Model- 28
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 1298
		Multi-Eng - 7943
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 45
		Rotorcraft - 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING TAKEOFF, THE ENG APPEARED TO LOSE POWER AT ABOUT 200 FT AGL, BUT THE GAUGES SHOWED NO MALFUNCTION. THE ACFT BEGAN TO SETTLE, SO HE ELECTED TO LAND ON THE RWY OVERRUN AREA. REPORTEDLY, THE ACFT WAS LANDED SUCCESSFULLY, HOWEVER, WHILE TAXIING BACK ACROSS THE OVERRUN, THE RIGHT MAIN GEAR HIT A HOLE & WAS DAMAGED. ALSO, THE NOSE GEAR COLLAPSED. AN ENG RUN-UP REVEALED NO EVIDENCE OF A MALFUNCTION.

Brief of Accident (Continued)

File No. - 1514

7/02/83

GAINESVILLE, FL

A/C Reg. No. N1FQ

Time (Lc1) - 1345 EDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - FROM LANDING

Finding(s)
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
4. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)
5. LANDING GEAR - OVERLOAD

-----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) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1446 7/03/83 NEAR CAPTIVA, FL A/C Reg. No. N812EZ Time (Lcl) - 1830 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
DESTROYED

Fire
NONE

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

-----Aircraft Information-----

Make/Model - LONG EZE
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 118 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 020/006 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 12000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

KEY WEST, FL

Destination

ST. PETERSBURG, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

ME LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - 172

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 290

Make/Model- 100

Instrument- 0

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS OBSERVED THE AIRCRAFT FLYING IN A NORTHERLY DIRECTION ABOUT 1/2 MILE AWAY AT AN ALTITUDE OF ABOUT 100 FEET. IT APPEARED TO BE TRAVELLING IN EXCESS OF 80 KTS AND THE ENGINE SOUNDED NORMAL. ANOTHER WITNESS OBSERVED THE AIRCRAFT STRIKE THE WATER IN A GRADUAL DESCENT. NO EVIDENCE OF PREIMPACT FAILURE OR MALFUNCTION OF THE AIRCRAFT STRUCTURE OR FLIGHT CONTROL SYSTEM WAS FOUND IN THE RECOVERED WRECKAGE.

Brief of Accident (Continued)

File No. - 1446

7/03/83

NEAR CAPTIVA, FL

A/C Reg. No. N812EZ

Time (Lc1) - 1830 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

-----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. - 1515 7/03/83 NEAR TAMPA, FL A/C Reg. No. N93508 Time (Lc1) - 0900 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

-----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 - UNK/NR

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
TAMPA, FL
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 140/003 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LNDG

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 - 25

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 80	Last 24 Hrs	- 1
Make/Model-	80	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	7
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT BEFORE THE FLT, HE HAD TAKEN 2 SOMINEX TABLETS, BUT HAD INSOMNIA & COULD NOT SLEEP, EVEN THOUGH HE WAS VERY TIRED. HE STATED THAT AFTER TAKEOFF, HE THOUGHT HE WAS HEADING SOUTHEAST, BUT LATER, HE FOUND OUT THAT HE WAS GOING NORTHEAST. THE PLT STATED THAT THE ENG STARTED TO SPUTTER & BACKFIRE SO HE LANDED IN A COW PASTURE. DURING THE LANDING, THE ACFT STRUCK A 3-WIRE, BARBED WIRE FENCE. AFTER LANDING, HE RAN UP THE ENG SEVERAL TIMES & IT OPERATED NORMALLY, SO HE ASSUMED THERE WAS A FUEL BLOCKAGE THAT HAD PASSED. REPORTEDLY, HE CHECKED THE ACFT FOR DAMAGE & THOUGHT IT WAS AIRWORTHY. SO HE TOOK OFF & RETURNED TO THE DEPARTURE ARPT. AFTER ARRIVING, HE INADVERTENTLY LANDED ON A PARALLEL TAXIWAY BESIDE RWY 18L. ON THE APCH, THE TOWER TRANSMITTED A WARNING OF THE SITUATION & INSTRUCTED THE PLT TO GO AROUND. THE PLT STATED HE DID NOT HEAR THE TRANSMISSION. WITNESSES REPORTED THE ODOR OF BEER IN THE ACFT & FOUND THE CARPET WAS WET WITH BEER. THE ACFT HAD BEEN DAMAGED DURING THE OFF ARPT LANDING.

Brief of Accident (Continued)

File No. - 1515

7/03/83

NEAR TAMPA, FL

A/C Reg. No. N93508

Time (Lc1) - 0900 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, PHYSICAL IMPAIRMENT - PILOT IN COMMAND
3. IMPROPER DECISION, PHYSICAL IMPAIRMENT (DRUGS) - PILOT IN COMMAND
4. IMPROPER DECISION, FATIGUE - PILOT IN COMMAND
5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
6. MISCELLANEOUS - UNDETERMINED
7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
8. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
9. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,8

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1525 8/01/83 PANAMA CITY, FL A/C Reg. No. N88477 Time (Lc1) - 1134 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BANNER TOW	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC	Eng Make/Model - LYCOMING O-360-C2E	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PANAMA CITY/BAY CITY
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - 1600 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1600 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5425
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 315
		Instrument- 795
		Multi-Eng - 2820
		Last 30 Days- UNK/NR
		Last 90 Days- 295

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT AS HE WAS RECOVERING FROM THE 1ST BANNER TOW MISSION, HE NOTED A LINE OF CUMULUS BUILDUPS MOVING NORTHERLY FROM OVER THE GULF TOWARD THE ARPT. HE ELECTED NOT TO PICK UP ANOTHER BANNER. HE PLANNED JUST TO DROP THE BANNER HE WAS TOWING, THEN LAND. HE ALSO REPORTED THAT THE SURFACE WINDS WERE FROM THE EAST AT 10 TO 15 MPH & HAD BEEN INCREASING. THE TOWER CLEARED HIM TO DROP THE BANNER BESIDE RWY 04, THEN TO LAND ON RWY 14. THE APCH & BANNER DROP WERE NORMAL. DURING A PULL-UP AFTER THE BANNER DROP, THE ACFT STALLED & THE PLT WAS UNABLE TO RECOVER BEFORE IMPACTING THE GROUND. THE SURFACE WX OBSERVATION AT THE TIME OF THE ACCIDENT WAS, IN PART: 1600 BROKEN, 15,000 BROKEN, VISIBILITY 7 MI, THUNDERSTORM, WIND FROM 160 DEG AT 10 GUSTING 16 KTS, CUMULONIMBUS ALL QUADRANTS MOVING NORTHWEST.

Brief of Accident (Continued)

File No. - 1525

8/01/83

PANAMA CITY, FL

A/C Reg. No. N88477

Time (Lc1) - 1134 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - THUNDERSTORM
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - GUSTS
5. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
6. PULL-UP - PERFORMED - PILOT IN COMMAND
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. STALL - INADVERTENT - 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) 1,7,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1526 8/05/83 MIAMI, FL

A/C Reg. No. N471KC

Time (Lcl) - 1714 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Fatal

Injuries

Serious Minor

None

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

0
0

0
0

0
0

2
0

-----Aircraft Information-----

Make/Model - BELL 47G-2

Landing Gear - SKID

Max Gross Wt - 2450

No. of Seats - 2

Eng Make/Model - LYCOMING VO-435

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 200 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 150/007 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - 20000 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 Apch/Lndg - SIMULATED FORCED LNDG

Airport Proximity

ON AIRPORT

Airport Data

TAMiami

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,CFI

SE LAND,ME LAND

HELICOPTER

Age - 36

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 9035

Make/Model- 33

Instrument- 931

Multi-Eng - 40923

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 255

Rotorcraft - 1690

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT WAS A RATED SINGLE ENG, MULTIENGINE, LAND PLT, BUT DID NOT HAVE A HELICOPTER RATING. DURING A DUAL INSTRUCTIONAL FLT, HE HAD JUST COMPLETED THE FINAL PHASE OF AN AUTOROTATION & THE SKIDS WERE ON THE GROUND, WHEN HE ABRUPTLY PULLED THE COLLECTIVE PITCH TO THE FULL UP POSITION. ACCORDING TO HIS INSTRUCTOR (CFI), THE HELICOPTER LIFTED OFF THE GROUND, THEN THE STUDENT PULLED THE CYCLIC FULL AFT & TO THE RIGHT & FROZE ON THE CONTROLS. THE CFI REPORTED THAT HE OVERPOWERED THE CYCLIC TO LEVEL THE HELICOPTER & WAITED FOR THE IMPACT. THE MAIN ROTOR BLADES, TAIL ROTOR ASSEMBLY, TAIL BOOM, CROSS TUBES & SKIDS WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1526

8/05/83

MIAMI, FL

A/C Reg. No. N471KC

Time (Lcl) - 1714 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, HABIT INTERFERENCE - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

----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. - 1512 8/18/83 SARASOTA, FL A/C Reg. No. N213SP Time (Lcl) - 1054 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-38-112	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 112 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRPORT	
Method	- UNK/NR	FORT MYERS, FL		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	SARASOTA, FL	SARASTOTA-BRADENTON	
Wind Dir/Speed	- 110/003 KTS		Runway Ident	- 04
Visibility	- 7.0 SM	ATC/Airspace	Runway Lth/Wid	- 5006/ 150
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 39	Last 24 Hrs - 2
	Months Since - N/A	Make/Model- 39	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 1	Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HER LST SOLO X-COUNTRY & WAS LANDING AFTER COMPLETING THE 2ND LEG OF THE FLT. SHE STATED THAT SHE FLARED HIGH, THE ACFT BOUNCED TWICE, THEN THE NOSE GEAR FAILED. AN ENG MOUNT, THE FIREWALL & THE PROPELLER WERE ALSO DAMAGED.

Brief of Accident (Continued)

File No. - 1512

8/18/83

SARASOTA, FL

A/C Reg. No. N213SP

Time (Lcl) - 1054 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - 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. 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. - 1487 9/29/83 ORLANDO, FL A/C Reg. No. N8678A Time (Lcl) - 1129 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE/CORPORATE
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor None
0 0 0
0 0 0

1
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 - 185 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 150/006 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

FT. LAUDERDALE, FL

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

ORLANDO EXECUTIVE

Runway Ident - 31

Runway Lth/Wid - 4620/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1245 Last 24 Hrs - 5
Make/Model- 93 Last 30 Days- UNK/NR
Instrument- 313 Last 90 Days- 75
Multi-Eng - 576

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HEARD A LOUD BANG WHEN THE GEAR WAS RETRACTED. AFTER MANY ATTEMPTS TO EXTEND THE GEAR, THE PILOT BURNED OFF FUEL, HAD THE RWY FOAMED & A GEAR UP LANDING WAS MADE. DURING THE LAST ANNUAL INSPECTION THE LANDING GEAR ACTUATOR WAS REMOVED AND THE WORM GEAR ASSEMBLY AND BEARINGS WERE REPLACED. THE LANDING GEAR ACTUATOR WAS FOUND JAMMED. THE SPUR AND PINION WASHER (P/N 105-090CR-032-4J) WAS NOT INSTALLED & TWO BEARING SEAL RINGS (P/N NAS 50-125 AND P/N 35-810116) WERE NOT INSTALLED. ONE OF THESE DISTORTED SEAL RINGS WAS FOUND ON THE CABIN FLOOR NEAR THE LANDING GEAR HANDCRANK.

Brief of Accident (Continued)

File No. - 1487

9/29/83

ORLANDO, FL

A/C Reg. No. N8678A

Time (Lcl) - 1129 EDT

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

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
2. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - IMPROPER
3. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. 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. - 1567 10/26/83 CLEARWATER, FL A/C Reg. No. N25958 Time (Lcl) - 1450 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
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

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
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 - YES

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 330/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - 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 Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

CLEARWATER INT'L.
Runway Ident - 04
Runway Lth/Wid - 5722/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

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

Age - 48
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 51 Last 24 Hrs - 3
Make/Model- 23 Last 30 Days- UNK/NR
Instrument- 4 Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER AFTER THE NOSE GEAR COLLAPSED DURING A HARD LANDING. THE STUDENT PILOT WAS MAKING TOUCH AND GO PRACTICE LANDINGS. THIS TOUCHDOWN WAS HARD AND ON THE NOSE GEAR. THE WEATHER WAS VMC BUT THE WIND WAS FROM 330 DEGREES AT 12 KTS. THE LANDING WAS ON RWY 04. THE NOSE GEAR SHEARED OFF DURING THE LANDING AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1567

10/26/83

CLEARWATER, FL

A/C Reg. No. N25958

Time (Lcl) - 1450 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. LANDING GEAR, NOSE GEAR - 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) 2,3,4

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. - 1478 4/05/83 ROCKY FACE,GA A/C Reg. No. N7439N Time (Lcl) - 1256 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
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/NO
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 050/007 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 700 FT SCATTERED
Lowest Ceiling - 4500 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHATTANOOGA,TN
Destination
DALTON,GA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - SPECIAL VFR
Type Apch/Lndg -

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 - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1500
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-----

DURING TWO WX BRIEFINGS THE PLT WAS ADVISED THAT WX ENROUTE WOULD BE MARGINAL VMC TO IMC. HE WAS GIVEN A CONVECTIVE SIGMET COVERING TENNESSEE & NORTH CAROLINA. THERE WAS A POSSIBILITY OF THUNDERSTORM ACTIVITY, LOW CEILING & VISIBILITY, HIGH SURFACE WINDS, TURBULENCE, ICING & MOUNTAINS OBSCURED. NUMEROUS PLTS HAD CANCELLED FLTS DUE TO THE SEVERITY OF THE WX. AT 1251 THE PLT DEPARTED CHATTANOOGA AT WHICH TIME HE WAS ADVISED OF A THUNDERSTORM CELL BETWEEN HIS POSITION & DALTON, GA MOVING NNE & COULD POSSIBLY BE ALONG HIS INTENDED ROUTE OF FLT. ABOUT 5 MINUTES LATER THE ACFT IMPACTED A RIDGE.

Brief of Accident (Continued)

File No. - 1478

4/05/83

ROCKY FACE,GA

A/C Reg. No. N7439N

Time (Lcl) - 1256 EST

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - FOG
 4. WEATHER CONDITION - RAIN
 5. WEATHER CONDITION - OBSCURATION
 6. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
-

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) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1590

6/16/83

LOCUST GROVE, GA

A/C Reg. No. N5941L

Time (Lcl) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN AA1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/YES
Stall Warning System - 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 - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GRIFFIN, GA
Destination
GWINNET, GA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

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

Age - 55
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 - 300
Make/Model - 20
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-----

THE ACFT CRASHED DURING A FORCED LANDING AFTER THE ENGINE QUIT WHILE THE FLT WAS IN CRUISE AT 3000 FT. THE PILOT STATED THAT HE EXPERIENCED WHAT WAS DESCRIBED AS A DROP IN OIL PRESSURE FOLLOWED BY A COMPLETE POWER FAILURE. THE PILOT ATTEMPTED A FORCED LANDING IN A PASTURE AT WHICH TIME THE LANDING GEAR COLLAPSED AFTER TOUCH DOWN. THE ACFT IMPACTED THE GROUND ABOUT 300 FT FROM A FENCE AND SKIDDED ANOTHER 100 FT BEYOND THE FENCE. THIS ACFT WAS ONLY 2 HOURS OUT OF AN ANNUAL INSPECTION. THE ENGINE WAS REMOVED FROM THE WRECKED ACFT FOR FURTHER EXAMINATION AND TEST RUN. THE ENGINE RUN-UP WAS ACCOMPLISHED AFTER THE FUEL WAS PORTED THROUGH THE INLET SIDE OF THE FUEL PUMP. THE FUEL GAUGES READ ZERO FOR LEFT AND 1/4 FOR THE RIGHT TANK. THE EXAMINATION FAILED TO REVEAL ANY MATERIAL OR SYSTEM MALFUNCTION/FAILURE.

Brief of Accident (Continued)

File No. - 1590

6/16/83

LOCUST GROVE,GA

A/C Reg. No. N5941L

Time (Lcl) - 1830 EDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

3. LANDING GEAR - SEPARATION
 4. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1455 7/03/83 CORNELIA,GA A/C Reg. No. N8821M Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - BEECH 55	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HABERSHAM
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 40
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4000
SE LAND	Months Since - 10	Make/Model- 500
	Aircraft Type - BE-55	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A GRASS-COVERED CURBING AT THE EDGE OF A TAXIWAY AS THE PILOT ATTEMPTED TO CLEAR THE RWY. AT THIS ARPT THE RWY IS ALSO USED AS A TAXIWAY. WHILE USING THE RWY TO TAXI FOR TAKEOFF A RADIO CALL WAS HEARD REPORTING A LANDING ACFT SO THE TAXIING ACFT ACCELERATED TO CLEAR THE AREA AND COLLIDED WITH THE CURB. THE RIGHT LANDING GEAR WAS DAMAGED IN JUMPING THE CURB.

Brief of Accident (Continued)

File No. - 1455

7/03/83

CORNELIA,GA

A/C Reg. No. N8821M

Time (Lcl) - 1800 EDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. AIRPORT FACILITIES,TAXIWAY CONDITION - HIDDEN OBSTRUCTION(S)
2. OTHER AIRPORT/RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL
3. 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) 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. - 1417 7/10/83 SYLVESTER,GA

A/C Reg. No. N80329

Time (Lcl) - 1740 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

Crew
Pass

Fatal
0
0

Injuries
Serious

0
0

Minor
1
1

None
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-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/005 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - 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 Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
SYLVESTER

Runway Ident - 01
Runway Lth/Wid - 3400/ 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 - 12
Aircraft Type - UNK/NR

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

Total - 89
Make/Model- 18
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD ACCOMPLISHED TWO TAKEOFFS AND TWO FULL STOP LANDINGS. THE PILOT STATED THAT ON THE THIRD TAKEOFF RPM WAS LOST ABOUT THE TIME FOR LIFTOFF. HE ELECTED TO ABORT THE TAKEOFF ABOUT HALFWAY DOWN THE RUNWAY. WHEN HE PULLED THE POWER/THROTTLE BACK TO IDLE AND PULLED THE CARBURETOR HEAT OUT, PLANE STILL WOULD NOT IDLE. THE BRAKES WERE GRABBING ON THE RIGHT SIDE AND HE COULD NOT STOP THE ACFT BY THE TIME HE GOT TO THE END OF THE RUNWAY. THE AIRCRAFT WENT OFF THE RIGHT SIDE OF THE RUNWAY AND CAME TO REST AT THE BASE OF AN EMBANKMENT ABOUT 250 FEET BEYOND THE DEPARTURE THRESHOLD OF RUNWAY 19.

Brief of Accident (Continued)

File No. - 1417

7/10/83

SYLVESTER,GA

A/C Reg. No. N80329

Time (Lc1) - 1740 EDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - BINDING(MECHANICAL)
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. ABORTED TAKEOFF - DELAYED - 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. - 1414 7/29/83 MONROE,GA A/C Reg. No. N61313 Time (Lcl) - 1820 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

-----Aircraft Information-----

Make/Model - CESSNA 150J
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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COVINGTON,GA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

MONROE
Runway Ident - 03
Runway Lth/Wid - 3300/ 60
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	24
Make/Model-	24
Instrument-	0
Last 24 Hrs -	0
Last 30 Days-	UNK/NR
Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TURNING FINAL APPROACH THE PILOT REALIZED HE WAS HIGH SO HE LOWERED FULL FLAPS. SHORTLY THEREAFTER HE SAW THAT THE INDICATED AIRSPEED WAS LOW AND MADE AN AIRCRAFT ATTITUDE ADJUSTMENT. AFTER HE CORRECTED FOR THE LOW AIR SPEED HE FAILED TO ROTATE TO A LANDING ATTITUDE AND THE NOSE GEAR CONTACTED THE RUNWAY FIRST. HE RETRACTED THE FLAPS AND APPLIED FULL POWER BUT THE AIRCRAFT STALLED AND DID NOT BECOME AIRBORNE. THE AIRCRAFT SLID ABOUT 100 FEET DOWN THE RUNWAY AND OFF ON THE RIGHT SIDE. AFTER ABOUT FIVE FEET ON THE GRASS THE NOSE STRUT DUG IN AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1414

7/29/83

MONROE,GA

A/C Reg. No. N61313

Time (Lc1) - 1820 EDT

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

Finding(s)

1. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL
 2. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND
 3. 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) 2

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. - 1413 8/12/83 KENNESAW,GA A/C Reg. No. N69113 Time (Lc1) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -INSTRUCTIONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	2
Accident Occurred During -TAXI		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	MCCOLLUM
Wind Dir/Speed- 260/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 6062
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 3
GLIDER	Aircraft Type - UNK/NR	Make/Model- 4020
		Instrument- 310
		Multi-Eng - 1500
		Last 30 Days- UNK/NR
		Last 90 Days- 255

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BOTH AIRCRAFT WERE TAXIING SIMULTANEOUSLY, IN OPPOSITE DIRECTIONS ON THE SINGLE PARALLEL TAXIWAY. N5500C WAS EAST BOUND FOR TAKEOFF. N69113 WAS WESTBOUND ON THE TAXIWAY AFTER LANDING ON RUNWAY 27 AND A TURN ONTO THE TAXIWAY. THE PILOT OF N5500C STATED THAT THEY TAXIED FROM THE PARKING RAMP AND PRIOR TO ENTERING THE TAXIWAY DID NOT SEE ANY AIRCRAFT ON THE TAXIWAY. NOR DID HE RECALL SEEING AN AIRPLANE ON FINAL APPROACH TO THE RUNWAY AS HE TAXIED. THE PILOT ALSO STATED THAT HE HEARD A TRANSMISSION ON UNICOM BUT HE DID NOT UNDERSTAND THE WORDS. A GROUND WITNESS STATED THAT HE HEARD THREE CALLS FROM N69113 ON UNICOM REQUESTING THAT N5500C STOP. BOTH AIRCRAFT WERE SUBSTANTIALLY DAMAGED. BOTH PILOTS SAID THAT THE TAXIWAY WAS TOO NARROW FOR THE AIRCRAFT TO PASS EACH OTHER. THE PILOT OF N69113 STATED THAT HE DECLINED TO TAXI OFF THE TAXIWAY FOR FEAR OF A PROPELLER STRIKE ON THE TAXIWAY EDGE DUE TO A DROPOFF.

Brief of Accident (Continued)

File No. - 1413

8/12/83

KENNESAW,GA

A/C Reg. No. N69113

Time (Lc1) - 1130 EDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
 2. INSTRUCTIONS,WRITTEN/VERBAL - NOT UNDERSTOOD - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1413

8/12/83

KENNESAW, GA

A/C Reg. No. N5500C

Time (Lcl) - 1130 EDT

-----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

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

-----Aircraft Information-----

Make/Model - BELLANCA 8-KCAB-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-320-E2B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 260/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 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 Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

MCCOLLUM
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)

ATP,CFI
SE LAND,ME LAND

Age - 32

Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	5000	Last 24 Hrs -	0
Make/Model-	150		Last 30 Days-	UNK/NR
Instrument-	1125		Last 90 Days-	90
Multi-Eng -	3000			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BOTH AIRCRAFT WERE TAXIING SIMULTANEOUSLY, IN OPPOSITE DIRECTIONS ON THE SINGLE PARALLEL TAXIWAY. N5500C WAS EAST BOUND FOR TAKEOFF. N69113 WAS WESTBOUND ON THE TAXIWAY AFTER LANDING ON RUNWAY 27 AND A TURN ONTO THE TAXIWAY. THE PILOT OF N5500C STATED THAT THEY TAXIED FROM THE PARKING RAMP AND PRIOR TO ENTERING THE TAXIWAY DID NOT SEE ANY AIRCRAFT ON THE TAXIWAY. NOR DID HE RECALL SEEING AN AIRPLANE ON FINAL APPROACH TO THE RUNWAY AS HE TAXIED. THE PILOT ALSO STATED THAT HE HEARD A TRANSMISSION ON UNICOM BUT HE DID NOT UNDERSTAND THE WORDS. A GROUND WITNESS STATED THAT HE HEARD THREE CALLS FROM N69113 ON UNICOM REQUESTING THAT N5500C STOP. BOTH AIRCRAFT WERE SUBSTANTIALLY DAMAGED. BOTH PILOTS SAID THAT THE TAXIWAY WAS TOO NARROW FOR THE AIRCRAFT TO PASS EACH OTHER. THE PILOT OF N69113 STATED THAT HE DECLINED TO TAXI OFF THE TAXIWAY FOR FEAR OF A PROPELLER STRIKE ON THE TAXIWAY EDGE DUE TO A DROPOFF.

Brief of Accident (Continued)

File No. - 1413

8/12/83

KENNESAW,GA

A/C Reg. No. N5500C

Time (Lc1) - 1130 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 2. INSTRUCTIONS,WRITTEN/VERBAL - 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) 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. - 1448 8/15/83 HATLEY, GA A/C Reg. No. N7904 Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 127	ON GROUND	Pass	0	0	1
Accident Occurred During -MANEUVERING			0	0	0
			0		0

-----Aircraft Information-----

Make/Model - GRUMMAN G164A	Eng Make/Model - P&W B-1340-DWI	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3725	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HALEY AIRSTRIP	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 045/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2473
SE LAND	Months Since - 2	Make/Model- 2128
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHILE SPRAYING A COTTON FIELD AT APRX 60 FEET AGL WHEN THE ENGINE MADE A POPPING SOUND AND THEN LOST POWER. THE PILOT LANDED IN A COTTON FIELD WHERE THE AIRCRAFT ROLLED OVER ON ITS BACK AND WAS DESTROYED BY THE POST IMPACT FIRE. SUBSEQUENT EXAMINATION OF THE ENGINE REVEALED: SCORING OF THE 5# CYLINDER, NO OIL IN THE CASE OR EVIDENCE OF OIL RESIDUE; EXHAUST STACK WEAR THE #2 AND #3 CYLINDERS WAS DAMAGED BY EXCESSIVE HEAT. THE EXHAUST STACK APPEARS TO HAVE WORKED LOOSE IN FLIGHT CAUSING EXCESSIVE HEAT TO BE DIRECTED TOWARD THE #2, 3 AND 4 CYLINDER HEADS TO MELT OFF.

Brief of Accident (Continued)

File No. - 1448

8/15/83

HATLEY,GA

A/C Reg. No. N7904

Time (Lc1) - 1400 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. EXHAUST SYSTEM,STACK - DISCONNECTED
-

Occurrence #2 ROLL 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1551 9/20/83 JONESBORO,GA A/C Reg. No. N452CC Time (Lcl) - 1043 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

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

-----Aircraft Information-----

Make/Model - BEECHCRAFT E18S
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - P&W R-985-14B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - IMC
Wind Dir/Speed- 210/010 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - THIN OVC
Lowest Ceiling - 500 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

SOUTH EXPRESSWAY
Runway Ident - 24
Runway Lth/Wid - 2700/ 30
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
ME LAND

Age - 45

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - B-18

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

Total	- 14100	Last 24 Hrs	- UNK/NR
Make/Model-	2010	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	50
Multi-Eng	- 12550		

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT RAN OFF THE DEPARTURE END OF THE RWY AND NOSED OVER DURING TAKEOFF AFTER AN ENGINE LOST POWER. THE ACFT HAD NOT BEEN FLOWN IN SEVERAL WEEKS AND THERE HAD BEEN DAYS OF RAIN AND HUMIDITY. THE MAGNETOES ON THE RIGHT ENGINE WERE ROUGH BUT SEEMED TO CLEAR UP AFTER AN EXTENDED RUN-UP. DURING TAKEOFF RUN THE RIGHT ENGINE BEGAN BACKFIRING AND LOST POWER. THE TAKEOFF WAS ABORTED AT ABOUT 85 MPH. THE ACFT CAME TO REST INVERTED OFF THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 1551

9/20/83

JONESBORO,GA

A/C Reg. No. N452CC

Time (Lcl) - 1043 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. IGNITION SYSTEM,MAGNETO - ERRATIC
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. IGNITION SYSTEM - WATER
 4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
 5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1591 10/21/83 GULF OF MEXICO,GM A/C Reg. No. N6403Y Time (Lcl) - 1717 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	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-23
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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 - 15.0 SM
Lowest Sky/Clouds - 1000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

Airport Proximity
UNK/NR

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

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 - 40
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1445 Last 24 Hrs - 7
Make/Model- 252 Last 30 Days- UNK/NR
Instrument- 179 Last 90 Days- 200
Multi-Eng - 282

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DITCHED IN THE GULF OF MEXICO BEFORE FUEL EXHAUSTION. THE PILOT SAID HE DEPARTED AN ARPT NEAR GREAT INAGUA, BAHAMAS IN VMC WEATHER. HE REPORTED THAT HE EXPERIENCED A MALFUNCTION OF THE COMPASS AND FEARING FUEL EXHAUSTION HAD MADE TWO PASSES AROUND A FREIGHTER BEFORE DITCHING ACROSS HER BOW. THE ACFT SANK BUT THE TWO OCCUPANTS WERE RESCUED. A LATER REPORT FROM U.S. CUSTOMS IN MIAMI REVEALED THAT THEY SPOTTED THIS ACFT FLYING 100 FT ABOVE THE WATER NEAR CUBA. THEY FOLLOWED IT TO GREAT INAGUA ISL THEN ON TO A POINT SOUTH OF ANDROS IS IN THE BAHAMAS. THE FLT THEN PROGRESSED TO MARATHON AND KEY WEST BEFORE FLYING OUT OVER THE GULF TO DITCH. THE INITIAL DEPARTURE POINT, DESTINATION AND FLT PURPOSE WERE NOT DETERMINED. THE REGISTERED OWNER OF THE ACFT SAID HE HAD RECENTLY SOLD THE ACFT. THE IDENTITY OF THE NEW OWNER WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1591

10/21/83

GULF OF MEXICO,GM

A/C Reg. No. N6403Y

Time (Lcl) - 1717 EDT

Occurrence DITCHING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLIGHT/NAV INSTRUMENTS,COMPASS - INCORRECT
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. BECAME LOST/DISORIENTED - 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. - 1518 2/25/83 COUNCIL BLUFFS, IA A/C Reg. No. N1040S Time (Lcl) - 1538 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	0	0	1	1
Flight Conducted Under	-14CFR141	NONE	0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- HUGHES TH-55A	Eng Make/Model	- LYCOMING HIO-360-A1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKI	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - UNK/NR</p> <p>Wind Dir/Speed- 160/012 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 2500 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">SAME AS ACC/INC</p> <p>Destination</p> <p style="text-align: center;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="text-align: center;">SIMULATED FORCED LNDG</p>	<p>Airport Proximity</p> <p style="text-align: center;">ON AIRPORT</p> <p>Airport Data</p> <p>COUNCIL BLUFFS MUNICIPAL</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p> <p>HELICOPTER</p> <p> Instrument Rating(s) - AIRPLANE</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 2200</td> <td>Last 24 Hrs</td> <td>- 3</td> </tr> <tr> <td>Make/Model-</td> <td>25</td> <td>Last 30 Days-</td> <td>15</td> </tr> <tr> <td>Instrument-</td> <td>55</td> <td>Last 90 Days-</td> <td>100</td> </tr> <tr> <td>Multi-Eng -</td> <td>75</td> <td>Rotorcraft -</td> <td>1200</td> </tr> </table>	Total	- 2200	Last 24 Hrs	- 3	Make/Model-	25	Last 30 Days-	15	Instrument-	55	Last 90 Days-	100	Multi-Eng -	75	Rotorcraft -	1200
Total	- 2200	Last 24 Hrs	- 3															
Make/Model-	25	Last 30 Days-	15															
Instrument-	55	Last 90 Days-	100															
Multi-Eng -	75	Rotorcraft -	1200															

-----Narrative-----

THE STUDENT, WHO WAS A RATED HELICOPTER PLT, AND A HELICOPTER INSTRUCTOR (CFI) WERE ON A DUAL INSTRUCTIONAL FLT. AFTER TAKEOFF, THE AIRCREW REMAINED IN A RIGHT TRAFFIC PATTERN FOR RWY 13 , INTENDING FOR THE STUDENT TO MAKE A 180 DEG AUTOROTATION TO A PARALLEL TAXIWAY. THE STUDENT OVERSHOT THE AUTOROTATIVE TURN & THE CFI INSTRUCTED HIM TO CONTINUE THE APCH TO A GRASS AREA BETWEEN THE TAXIWAY & RWY. THE CFI REPORTED THAT THE TOUCHDOWN WAS SMOOTH WITH ZERO AIRSPEED. HOWEVER, THE HELICOPTER BEGAN VIBRATING & TURNED TO THE LEFT. REPORTEDLY, THE MAIN ROTOR BLADES HAD SEVERED THE TAIL BOOM.

Brief of Accident (Continued)

File No. - 1518

2/25/83

COUNCIL BLUFFS, IA

A/C Reg. No. N1040S

Time (Lc1) - 1538 CST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. AUTOROTATION - PERFORMED - DUAL STUDENT
3. DISTANCE - MISJUDGED - DUAL STUDENT
4. ALTITUDE - MISJUDGED - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

-----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. - 1402 7/06/83 DENVER, IA

A/C Reg. No. N407L

Time (Lcl) - 1950 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

-----Aircraft Information-----

Make/Model - STEEN SKYBOLT
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 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 Apch/Lndg -

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

"K" FIELD
Runway Ident - 18
Runway Lth/Wid - 2600/ 160
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3060 Last 24 Hrs - 3
Make/Model- 6 Last 30 Days- UNK/NR
Instrument- 30 Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT ON DEPARTURE WHEN THE AIRCRAFT WAS 100 TO 150 FEET ABOVE THE GROUND, THE ENGINE QUIT. HE MADE A LEFT TURN TOWARD MORE SUITABLE TERRAIN AND THE ENGINE STARTED UP AGAIN. BEFORE HE COULD GET SET UP FOR A MORE SUITABLE FIELD, THE ENGINE QUIT AGAIN. THE AIRCRAFT LANDED JUST SHORT OF A ROAD, HIT A DITCH AND FLIPPED FORWARD TO THE INVERTED POSITION. AN INSPECTION OF THE WRECKAGE FOUND THAT THE FUEL TANK VENT PORT IN THE TOP OF THE TANK HAD BEEN PARTIALLY BLOCKED DURING CONSTRUCTION. THE REMAINDER OF THE WRECKAGE DID NOT APPEAR TO HAVE ANY PRE-IMPACT DAMAGE.

Brief of Accident (Continued)

File No. - 1402

7/06/83

DENVER, IA

A/C Reg. No. N407L

Time (Lc1) - 1950 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, VENT - INADEQUATE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 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. - 1460

7/12/83

FARRAGUT, IA

A/C Reg. No. N2446L

Time (Lcl) - 1320 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

-----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-LC2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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- 220/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SHENANDOAH, IA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FIARM STRIP
Runway Ident - 30
Runway Lth/Wid - 1500/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 61

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2659	Last 24 Hrs	- UNK/NR
Make/Model-	237	Last 30 Days-	UNK/NR
Instrument-	14	Last 90 Days-	32

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED INTO AN OAT FIELD JUST PAST THE DEPARTURE END OF THE RWY DURING TAKEOFF. THE PILOT STATED THAT HE TOOK OFF ON A HOT DAY (TEMPERATURE 86 DEGREES) FROM A 1500 FT GRASS STRIP. THE ACFT WOULD NOT FLY OUT OF GROUND EFFECT AND FELL INTO AN OAT FIELD AT THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 1460

7/12/83

FARRAGUT, IA

A/C Reg. No. N2446L

Time (Lc1) - 1320 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. STALL/MUSH - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1404 7/30/83 ORANGE CITY, IA A/C Reg. No. N4368E Time (Lcl) - 2040 CDT

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	-PERSONAL	Fire		Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	Serious	Minor	None
Accident Occurred During	-TAKEOFF				0	1	0	1
					0		0	0

-----Aircraft Information-----

Make/Model	- AERONCA 11CC	Eng Make/Model	- CONTINENTAL C85-8F	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1350	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 270/006 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 30.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- VISUAL STRAIGHT-IN		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 105	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 100	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 4	Last 90 Days - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT HAD COMPLETED A LANDING IN A FIELD AND THE PILOT WAS ATTEMPTING A TAKEOFF FROM THE STOPPING POINT. THE AIRCRAFT DID NOT BECOME AIRBORNE AND RAN FOR APRX 100 FEET ACROSS A BOGGY SWAMP AND IMPACTED A FOUR FOOT HIGH DIRT BANK.

Brief of Accident (Continued)

File No. - 1404

7/30/83

ORANGE CITY, IA

A/C Reg. No. N4368E

Time (Lcl) - 2040 CDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - DIRT BANK
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. 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) 2,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1419 7/31/83 COUNCIL BLUFFS, IA A/C Reg. No. N3915C Time (Lcl) - 2020 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0
Accident Occurred During -LANDING				1

-----Aircraft Information-----

Make/Model - ROTEC RALLY 3	Eng Make/Model - ROTAX 503	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 700	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 42 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COUNCIL BLUFFS MUNICIPAL
Wind Dir/Speed- 150/004 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 200
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LNDG	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 250
SE LAND	Months Since - 1	Make/Model- 23
	Aircraft Type - C-152	Instrument- 4
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

OWNER/PILOT STATED THAT HE WAS GIVING "FLIGHT TIME AND GROUND INSTRUCTION TO ANOTHER ULTRALIGHT OWNER." THE INSTRUCTOR ALLOWED THE STUDENT TO CO-OPERATE THE CONTROLS AND DID THREE TAKEOFFS AND LANDINGS. ON THE THIRD LANDING A DEAD STICK LANDING WAS INITIATED. THE LANDING FLARE WAS NOT EFFECTIVE AND A HARD LANDING RESULTED. DURING THE LANDING, THE LANDING GEAR COLLAPSED AND THE AIRCRAFT WAS DAMAGED FURTHER.

Brief of Accident (Continued)

File No. - 1419

7/31/83

COUNCIL BLUFFS, IA

A/C Reg. No. N3915C

Time (Lc1) - 2020 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
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. - 1548 11/14/83 WIOTA,IA

A/C Reg. No. N5762L

Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

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

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - AMERICAN AA1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1465
No. of Seats - 2

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 - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Itinerary

Last Departure Point
DES MOINES,IA
Destination
LINCOLN,NE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 020/010 KTS
Visibility - 10.0 SM

ATC/Airspace

Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 8000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Type of Flight Plan - VFR
Type of Clearance - SPECIAL VFR
Type Apch/Lndg - FORCED LANDING

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - 35A

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

Total	- 4800	Last 24 Hrs	- 1
Make/Model	- 10	Last 30 Days	- UNK/NR
Instrument	- 835	Last 90 Days	- 85
Multi-Eng	- 4300	Rotorcraft	- 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS IN CRUISE FLT AT APRX 2500 FT WHEN THE ENG LOST POWER. THE PLT WAS ABLE TO RESTART THE ENG, BUT IT RAN ONLY MOMENTARILY, THEN QUIT AGAIN. THE BEST AVAILABLE PLACE FOR A FORCED LANDING WAS A MUDDY, PLOWED FIELD. DURING THE LANDING ROLL, THE ACFT NOSED OVER ON THE SOFT TERRAIN. AN INVESTIGATION REVEALED THE FUEL SELECTOR WAS POSITIONED TO THE RIGHT TANK WHICH WAS FOUND EMPTY. FUEL WAS FOUND IN THE LEFT TANK.

Brief of Accident (Continued)

File No. - 1548

11/14/83

WIOTA,IA

A/C Reg. No. N5762L

Time (Lcl) - 1600 CST

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. TERRAIN CONDITION - WET
-

-----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. - 1599 8/13/83 BOISE,ID A/C Reg. No. N4772Q Time (Lcl) - 1834 MDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-SALMON AIR TAXI	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 185E	Eng Make/Model	- CONTINENTAL O-470-R	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 230 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	MCCALL,ID			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	BOISE,ID		BOISE AIR TERMINAL	
Wind Dir/Speed	- 200/015 KTS	ATC/Airspace		Runway Ident	- 28R
Visibility	- 20.0 SM	Type of Flight Plan	- COMPANY(VFR)	Runway Lth/Wid	- 7400/ 150
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 14000 FT BROKEN	Type Apch/Lndg	- FULL STOP	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1164	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 3	Make/Model- 55	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 57	Last 90 Days- 30
		Multi-Eng - 24	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED IN A NEAR MAXIMUM VELOCITY CROSSWIND AND WHILE BRAKING TO CONTROL/CORRECT A SWERVE, THE RIGHT MAIN LANDING GEAR SEPARATED FROM THE ACFT. THE LANDING WAS ON RWY 28R AND THE WIND WAS FROM 200 DEGREES AT 10 TO 14 KTS ON FINAL AND 12 KTS WHEN THE PILOT WAS OVER THE THRESHOLD. THE ACFT TOUCHED DOWN ON THE LEFT WHEEL AND BOUNCED A LITTLE. IT TOUCHED DOWN AGAIN ON THE LEFT GEAR AND THE PILOT RAISED THE TAIL. THE RIGHT MAIN CAME DOWN WITH THE TAIL STILL IN THE AIR. AT ABOUT 40 MPH THE TAIL WAS LOWERED AND THE ACFT STARTED A LEFT TURN. THE PILOT CORRECTED WITH FULL RUDDER AND RIGHT BRAKING. THE PILOT DETECTED A SINKING ON THE RIGHT SIDE AND THEN THE RIGHT STRUT COLLAPSED. WHEN HE DEPLANED THE PILOT DISCOVERED THE RIGHT GEAR HAD SEPARATED. THE MAXIMUM DEMONSTRATED CROSSWIND VELOCITY FOR THIS AIRCRAFT (CESSNA 185) IS 15 KTS. METALLURGICAL TESTS WERE PERFORMED ON THE RIGHT WHEEL SPINDLE ATTACHING NUTS AND BOLTS WHICH SHOWED THAT THE REAR BOLTS FAILED AT THE INTERFACE OF SPINDLE AND STRUT DUE TO TENSILE OVERLOAD.

Brief of Accident (Continued)

File No. - 1599

8/13/83

BOISE, ID

A/C Reg. No. N4772Q

Time (Lcl) - 1834 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLARE - MISJUDGED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND
 4. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, MAIN GEAR - SEPARATION
 6. LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL
 7. LANDING GEAR, MAIN GEAR - OVERLOAD
 8. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
-

-----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) 1,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1588 10/31/83 NEAR CHALLIS, ID A/C Reg. No. N5631G Time (Lcl) - 0957 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None	
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	0	0	0	
Accident Occurred During -MANEUVERING			1	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 150K	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHALLIS, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BOISE, ID	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg -	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 82
SE LAND	Months Since - 7	Make/Model- 82
	Aircraft Type - C-150	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-----

A WITNESS AT THE CHALLIS ARPT OBSERVED THE ACFT TAKEOFF, THEN TURN & DEPART TOWARD THE WEST. IT WAS FOUND THE NEXT DAY NEAR CHALLIS CREEK ABOUT 16 MI WEST OF CHALLIS. IMPACT OCCURRED IN A RELATIVELY FLAT AREA IN A NARROW WOODED VALLEY, AT AN ELEVATION OF ABOUT 7,400 FT. THERE WAS EVIDENCE THAT THE ACFT HAD TURNED & WAS HEADED TOWARD THE CREEK WHEN IT CRASHED. FOREST SERVICE PERSONNEL REPORTED THAT THE HIGHER ELEVATIONS & VALLEY IN THAT AREA WERE COVERED WITH FOG.

Brief of Accident (Continued)

File No. - 1588

10/31/83

NEAR CHALLIS, ID

A/C Reg. No. N5631G

Time (Lcl) - 0957 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH TERRAIN
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - RISING
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. WEATHER CONDITION - FOG
7. MANEUVER - INITIATED - PILOT IN COMMAND
8. AIRSPEED - INADEQUATE - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

-----Probable Cause-----

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1589 11/13/83 INKOM, ID

A/C Reg. No. N49842

Time (Lc1) - 1106 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - JOEL-BERNIER JOEL F-11
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/YES
Stall Warning System - 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- 200/012 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
POCATELLO, ID
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

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

Age - 51
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - F-11

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	99	Last 24 Hrs - 1
Make/Model-	76	Last 30 Days- UNK/NR
Instrument-	4	Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING A FORCED LANDING ATTEMPT AFTER THE ENGINE QUIT. THE PILOT REPORTED THE ENGINE STOPPED WHILE IN CRUISE FLT. IT STARTED AND STOPPED AND STARTED A 2ND TIME BUT WOULD NOT MAINTAIN FLT. THE PILOT TURNED TOWARD A HAYFIELD FOR LANDING. THE ENGINE STOPPED AGAIN. THINKING HE HAD ENOUGH ALTITUDE HE DID NOT TRY A RESTART. AS HE CAME OVER A BLUFF THE ACFT DROPPED AND HIT THE GROUND BEFORE REACHING THE FIELD. THE ACFT LANDED IN AN AREA OF ROUGHNESS AND OBSTRUCTIONS.

Brief of Accident (Continued)

File No. - 1589

11/13/83

INKOM, ID

A/C Reg. No. N49842

Time (Lc1) - 1106 MST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER CONDITION - ICING CONDITIONS
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

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)

6. WEATHER CONDITION - UNFAVORABLE WIND
7. WEATHER CONDITION - DOWNDRAFT
8. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,8

Factor(s) relating to this accident is/are finding(s) 1,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1485 2/26/83 WHEELING,IL A/C Reg. No. N63044 Time (Lcl) - 1000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 170/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 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 Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

PAL-WAUKEE
Runway Ident - 24R
Runway Lth/Wid - 3654/ 50
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-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 118	Last 24 Hrs -	1
Make/Model-	117	Last 30 Days-	11
Instrument-	1	Last 90 Days-	15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS MAKING A TOUCH-AND-GO LANDING AND AT ABOUT 100 FT AGL THE ENGINE STOPPED. A RESTART WAS TO NO AVAIL. THE PLT STATED THAT HE KEPT THE AIRSPEED NEAR STALL SPEED UNTIL GROUND IMPACT. THERE WAS FUEL SPILLAGE AT THE ACCIDENT SITE AND NO VISIBLE MOISTURE/ICE IN THE FUEL. ON 3/10/83 THE ENGINE WAS SUCCESSFULLY OPERATED UP TO 2350 RPM. NO DISCREPANCIES WAS FOUND.

Brief of Accident (Continued)

File No. - 1485

2/26/83

WHEELING, IL

A/C Reg. No. N63044

Time (Lcl) - 1000 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

Occurrence #3 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1558 3/21/83 ROCHESTER, IL A/C Reg. No. N1057Q Time (Lcl) - 1428 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	FT. WORTH, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CHAMPAIGN	Runway Ident - N/A
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 1300 FT BROKEN	Type Apch/Lndg -	
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 366
SE LAND, ME LAND	Months Since - 10	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-32R	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 64
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED AN IN-FLT BREAK-UP DURING DESCENT. THE PILOT HAD REPORTED ON THE RADIO TO KANSAS CITY ARTCC THAT HE WAS HAVING SEVERE CHEST PAINS AND SHORTNESS OF BREATH. RADAR CONTACT WITH THE PLANE WAS LOST AT 1425 CST. THE PILOT HAD REPORTED HE WAS MANUALLY FLYING THE ACFT. WITNESSES SAW THE ACFT COME OUT OF THE CLOUDS IN A SPIN. THEY SAW SEPARATE PIECES OF THE ACFT FALLING AFTER THE MAIN PORTIONS HAD DESCENDED. THEY HAD HEARD THE ENGINE SOUNDS WHICH MADE THE IMPRESSION THAT THE ACFT WAS DOING STUNTS. THE AUTOPSY REPORT STATED THAT THE CAUSE OF DEATH OF THE PILOT WAS ATHEROSCLEROTIC CORONARY ARTERY HEART DISEASE. THE PILOT HAD BEEN HOPITALIZED IN 10/92 DUE TO CHEST PAINS. HE WAS TESTED FOR CORONARY PROBLEMS. NO EVIDENCE OF CORONARY DISEASE WAS FOUND. HE WAS TREATED FOR HYPERTENSION BUT REPORTEDLY WOULD NOT TAKE HIS MEDICINE.

Brief of Accident (Continued)

File No. - 1558

3/21/83

ROCHESTER,IL

A/C Reg. No. N1057Q

Time (Lcl) - 1428 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

1. WING - SEPARATION
 2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INCAPACITATION(HEART ATTACK) - 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1492 9/04/83 FRANKFORT, IL A/C Reg. No. N49024 Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/008 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point CHICAGO, IL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data FRANKFORT</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 3176/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 22
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 22
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE TOUCHED DOWN WITH A SLIGHT ANGLE TO THE RWY AND WENT OFF TO THE LEFT SIDE INTO THE GRASS. HE MISJUDGED THE DISTANCE TO THE TREES AND THE LEFT WING CONTACTED A TREE.

Brief of Accident (Continued)

File No. - 1492

9/04/83

FRANKFORT, IL

A/C Reg. No. N49024

Time (Lc1) - 1000 CDT

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

Finding(s)

1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

2. OBJECT - TREE(S)
-

-----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. - 1553 9/11/83 WHEELING, IL A/C Reg. No. N62971 Time (Lcl) - 2010 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TS10-542-J2BD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 350 HP	

-----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 - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Point SAME AS ACC/INC Destination DUNBUQUE, IA ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - UNK/NR	Airport Proximity ON AIRPORT Airport Data PALWAUKEE Runway Ident - 24 Runway Lth/Wid - 3652/ 50 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, ATP, CFI SE LAND, ME LAND	Age - 26 Biennial Flight Review Current - YES Months Since - 17 Aircraft Type - CHIEFTN	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 5041 Make/Model - 1966 Instrument - 682 Multi-Eng - 2590 Last 24 Hrs - 4 Last 30 Days - 11 Last 90 Days - 178
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WENT OFF THE RWY AND COLLAPSED THE LANDING GEAR AFTER POWER LOSS DURING TAKEOFF. THREE OF THE PASSENGERS FURNISHED STATEMENTS AND 2 SEEMED TO THINK THAT THE LEFT ENGINE QUIT. THE ACFT TURNED TO THE RIGHT BUT THE PILOT DID NOT KNOW WHICH ENGINE QUIT. AFTER THE ACCIDENT THE LEFT PROPELLER BLADES WERE IN FEATHER BUT ALL THE STOPS WERE BROKEN. THE RIGHT PROP BLADES WERE BENT BUT IN HIGH PITCH. DURING A LATER TEST RUN THE RIGHT ENGINE PRODUCED 48 INCHES OF MANIFOLD PRESSURE BUT THE LEFT PRODUCED ONLY 40 INCHES. THE RIGHT ENGINE HAD AN OIL LEAK DRIPPING ONTO THE TURBO-CHARGER. THE PUSH ROD COVERS WERE COVERED WITH A SILICONE SEALANT.

Brief of Accident (Continued)

File No. - 1553

9/11/83

WHEELING,IL

A/C Reg. No. N62971

Time (Lc1) - 2010 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. ENGINE ASSEMBLY - IMPROPER
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
3. ENGINE ASSEMBLY,BLOWER/IMPELLER - LEAK
4. FLUID,OIL - LEAK
5. ENGINE ASSEMBLY,PUSH ROD - INCORRECT

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

8. LANDING GEAR,MAIN GEAR - OVERLOAD
9. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6,7

Factor(s) relating to this accident is/are finding(s) 1,4,5,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1573 10/28/83 WARSAW, IN A/C Reg. No. N15419 Time (Lcl) - 1425 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	4

-----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/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 270/030 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 29000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAMPTON ROADS, VA
Destination
SOUTH BEND, IN

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

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, MILITARY
SE LAND, ME LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2550
Make/Model- 108
Instrument- 300
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLAPSED THE LANDING GEAR DURING A FORCED LANDING FOLLOWING ENG FAILURE. THE ACFT HAD BEEN FLOWN 5.5 HOURS BEFORE LANDING 3 MILES NE OF THE INTENDED REFUELING STOP. THE PILOT HAD PASSED FT WAYNE AT FLT TIME OF 5+ HOURS WITH ABOUT 10 GALLONS OF FUEL REMAINING AS ESTIMATED USING THE GUAGES. AFTER THE ACCIDENT AN FAA INSPECTOR FOUND NO SIGNS OF A FUEL LEAK. THE RIGHT TIP TANK HAD BEEN DESTROYED. THE REMAINING TANKS CONTAINED NO FUEL. THE MAIN FUEL LINE CONTAINED ONLY A FEW DROPS OF FUEL.

Brief of Accident (Continued)

File No. - 1573

10/28/83

WARSAW, IN

A/C Reg. No. N15419

Time (Lcl) - 1425 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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

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

Finding(s)

6. TERRAIN CONDITION - SOFT
7. LANDING GEAR, MAIN GEAR - OVERLOAD
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) 1,2,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1516

3/31/83

HIAWATHA,KS

A/C Reg. No. N1790

Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Pass	0	0	0	0

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

Fire
NONE

-----Aircraft Information-----

Make/Model - CASSUTT III M SPORT
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 516
No. of Seats - 1

Eng Make/Model - LYCOMING IO-320
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 270/011 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MANHATTAN,KS
Destination
MADISON,WI

Airport Proximity
ON AIRPORT

Airport Data

HIAWATHA
Runway Ident - 17
Runway Lth/Wid - 3780/ 25
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
PRECAUTIONARY LNDG

-----Personnel Information-----

Pilot-In-Command

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

Age - 41

Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total -	409
Last 24 Hrs -	3
Last 30 Days- UNK/NR	
Last 90 Days-	31

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE AT 5500 FT MSL, THE PLT NOTICED AN OIL FILM START TO COVER THE WINDSHIELD OF THE HOME BUILT ACFT. AT THAT TIME, HE WAS APPROACHING HIAWATH, KS, SO HE DIVERTED TO THE HIAWATHA ARPT. BY THE TIME HE ENTERED THE TRAFFIC PATTERN TO LAND, THE OIL RESTRICTED HIS FORWARD VISIBILITY. ON FINAL APPROACH, THE PLT S-TURNED TO KEEP HIMSELF ORIENTED WITH THE RWY. AFTER TOUCHDOWN, THE ACFT VEERED OFF THE RWY & THE GEAR COLLAPSED. AN INVESTIGATION REVEALED THE CRANKSHAFT PLUG, LYCOMING PN STD-1211, WAS LOOSE & DISTORTED, THUS ALLOWING OIL TO EXIT THE ENG AT THE PROPELLER. THE PLT STATED THAT AN OIL LEAK HAD PREVIOUSLY DEVELOPED. HE SAID A MECHANIC USED A HAMMER TO RESEAT THE PLUG. AN EXAM OF THE PLUG REVEALED AN OFF-CENTERED INDENTATION ON THE PLUG'S FACE & DRIED SILICONE ADHESIVE AROUND ITS OUTER CIRCUMFERENCE.

Brief of Accident (Continued)

File No. - 1516

3/31/83

HIAWATHA,KS

A/C Reg. No. N1790

Time (Lcl) - 1530 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM - LOOSE
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
3. FLUID,OIL - LEAK
4. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)
5. VISUAL LOOKOUT - REDUCED -

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

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
7. WEATHER CONDITION - CROSSWIND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

10. 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) 5,6,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1474 5/12/83 GARDNER,KS A/C Reg. No. N725M Time (Lc1) - 0510 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ROBERT L. GREEN	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	1	1
Accident Occurred During	-APPROACH						0

-----Aircraft Information-----

Make/Model	- BEECH D55	Eng Make/Model	- CONTINENTAL IO-520-C3	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	SALINA,KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	JOHNSON CO. INDUSTRIAL
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - 35
Visibility - .250 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7339/ 200
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - OBSCURED	Type Apch/Lndg - ILS - LOCALIZER ONLY	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 13428	Last 24 Hrs - 5
SE LAND	Months Since - 6	Make/Model- 2000	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 2223	Last 90 Days- 277
		Multi-Eng - 10928	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS CLEARED FOR AN ILS RWY 35 APPROACH & GIVEN THE KANSAS CITY DOWNTOWN ARPT (23 MI NE) WX AS 900 FT BROKEN & 6 MI VISIBILITY. THE TOWER WAS CLOSED & THE CONTROL ZONE WAS NOT IN EFFECT RAISING MINIMUMS. THE PLT STATED HIS ILS GLIDE SLOPE INDICATION WAS ERRATIC AT THE OUTER MARKER SO HE ELECTED TO CONTINUE A STRAIGHT-IN LOCALIZER ONLY APPROACH. HE SAID HE DESCENDED TO MDA OF 1400 FT (335 FT AGL) BUT THE ACFT WAS STILL IN CLOUDS. HE SAID AS HE WAS CHECKING VHF CONTROL HEAD TO INSURE PROPER FREQ SETTING FOR ACTIVATING THE APPROACH LIGHTS, THE ACFT STRUCK THE GROUND. INITIAL IMPACT WAS 1 MI SOUTH OF THE APCH END OF RWY 35 & ABOUT 100 YDS LEFT OF THE INBOUND ILS LOCALIZER COURSE. THE MDA IS INCREASED 100 FT WHEN THE CONTROL ZONE IS NOT IN EFFECT. NO MALFUNCTIONS OF THE ACFT'S ILS RECEIVERS OR #1 OBS WAS FOUND. A FLT INSPECTION OF THE ILS WAS SATISFACTORY. IN ADDITION TO 7 HOURS OF DUTY TIME ASSOCIATED WITH THE FLT, THE PLT HAD WORKED A NORMAL DUTY DAY ON 5/11 INVOLVING MANAGEMENT FUNCTIONS & HAD RESTED 3-4 HRS PRIOR TO THE FLT.

Brief of Accident (Continued)

File No. - 1474

5/12/83

GARDNER,KS

A/C Reg. No. N725M

Time (Lc1) - 0510 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - FOG
 3. WEATHER CONDITION - OBSCURATION
 4. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE (FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

-----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) 1,2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1421

7/26/83

HOLTON,KS

A/C Reg. No. N89876

Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER
ON-DEMAND AIR TAXI

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -CLIMB

Aircraft Damage
SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 330/008 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TOPEKA,KS

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 40

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 30

Make/Model- 30

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE LOOKED IN THE FUEL TANKS PRIOR TO TAKEOFF AND THEY APPEARED TO BE ABOUT HALF FULL AND HE THOUGHT THIS WAS ABOUT THREE HOURS FUEL. ABOUT ONE HOUR AFTER TAKEOFF THE ENGINE QUIT AND A FORCED LANDING WAS ATTEMPTED IN A PASTURE. THE PILOT SAID HE LANDED LONG AND ROLLED INTO A MILO FIELD. THE NOSE GEAR COLLAPSED AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1421

7/26/83

HOLTON,KS

A/C Reg. No. N89876

Time (Lc1) - 1600 CDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL
-

-----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. - 1585 8/05/83 BENTLEY,KS A/C Reg. No. N7620Z Time (Lcl) - 0620 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	1	0	0	0
Accident Occurred During	-DESCENT	ON GROUND	Crew Pass	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-25-235	Eng Make/Model	- LYCOMING O-540-B2B5	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 235 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/004 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 10000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point HAVEN,KS</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1489
SE LAND	Months Since - 4	Make/Model- 101
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED, CRASHED, NOSED OVER AND BURNED DURING AN AERIAL APPLICATION MANEUVER. THE OWNER OF THE ACFT WAS SPRAYING THE SAME FIELD IN ANOTHER ACFT AND SAW THE ACCIDENT. HE STATED, THE ACFT PULLED UP AT THE COMPLETION OF A RUN, WAS IN A TURN AROUND WHEN THE NOSE PITCHED UP AND THE ACFT STALL-MUSHED TO THE GROUND. THE CHEMICAL LOAD WHICH WEIGHED 700-800 LBS WAS NOT DUMPED PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 1585

8/05/83

BENTLEY,KS

A/C Reg. No. N7620Z

Time (Lc1) - 0620 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 3. LOAD JETTISON - NOT PERFORMED - 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1592 8/05/83 LUDELL,KS A/C Reg. No. N4739Y Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation -AERIAL APPLICATION	Fire	0	0	1
Flight Conducted Under -14 CFR 137	ON GROUND	0	0	0
Accident Occurred During -DESCENT				0

-----Aircraft Information-----

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-A1D5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ATWOOD,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- VARIABLE/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1009
SE LAND	Months Since - 16	Last 24 Hrs - 8
	Aircraft Type - PA-28R	Make/Model- 61
		Last 30 Days- UNK/NR
		Instrument- 49
		Last 90 Days- 184
		Multi-Eng - 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED AND CRASHED DURING AN AERIAL APPLICATION MANEUVER. THE PILOT SAID THE HEAVILY LOADED ACFT STALLED DURING A TURN. THE ACCIDENT SITE ELEVATION IS ABOUT 3000 FT AND THE TEMPERATURE WAS 90 DEGREES F. THE DENSITY ALT WAS ABOUT 5500 FT. THE PILOT ALSO NOTED MODERATE TURBULENCE IN THE AREA. THE PILOT RECOMMENDATION FOR PREVENTION OF THIS TYPE ACCIDENT IS TO THINK MORE OF THE "SAFETY OF THE TURNS" RATHER THAN THE TIME SAVED BY STEEP TURNS.

Brief of Accident (Continued)

File No. - 1592

8/05/83

LUDELL,KS

A/C Reg. No. N4739Y

Time (Lcl) - 1700 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - TURBULENCE
 4. AIRCRAFT WEIGHT AND BALANCE - DISREGARDED - PILOT IN COMMAND
 5. LOAD JETTISON - DELAYED - PILOT IN COMMAND
 6. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
 7. STALL - UNCONTROLLED - PILOT IN COMMAND
-

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

Occurrence #3 FIRE
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) 2,4,5,6,7

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. - 1584 8/08/83 BENTON,KS A/C Reg. No. N67621 Time (Lc1) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	BENTON
Wind Dir/Speed- 140/005 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 40
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 68
SE LAND	Months Since - UNK/NR	Make/Model- 13
	Aircraft Type - C-152	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH DURING AN ABORTED TAKEOFF. THE PILOT SAID THE TAKEOFF WAS ON RWY 34 WHICH IS 2600 FT LONG THE DENSITY ALT WAS 4000 FT. THE ACFT ACCELERATED TO 60 KTS BUT STILL WAS NOT LIFTING OFF. AS THE ACFT APPROACHED THE DEPARTURE END OF THE RWY THE PILOT DECIDED TO ABORT. THE CESSNA 152 SHOULD TAKEOFF AT 50-54 KTS AND USE A DISTANCE OF 1420 FT WITH THE CONDITIONS EXISTING ON DAY OF THE ACCIDENT. DURING THE TAKEOFF THE PILOT USED NO FLAPS AND DURING THE ABORT THE PILOT USED 30 DEG OF FLAPS.

Brief of Accident (Continued)

File No. - 1584

8/08/83

BENTON,KS

A/C Reg. No. N67621

Time (Lc1) - 1530 CDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - DITCH
 2. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 5. LIFT-OFF - NOT PERFORMED - PILOT IN COMMAND
 6. ABORT - DELAYED - PILOT IN COMMAND
 7. FLIGHT CONTROLS - 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) 2,3,5,6,7

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. - 1495 10/27/83 AUGUSTA,KS A/C Reg. No. N46644 Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-TAXI					

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/013 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">AUGUSTA MUNI</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 24</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 20</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 4</td> </tr> </table>	Total - 24	Last 24 Hrs - UNK/NR	Make/Model- 20	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 4
Total - 24	Last 24 Hrs - UNK/NR							
Make/Model- 20	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- 4							

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TRUCK WHILE TAXIING OUT FOR TAKEOFF. THE PLT SAID THAT WHEN HE SAW THE TRUCK COMING FROM THE OPPOSITE DIRECTION ALONG THE SIDE OF THE RWY HE SLOWED DOWN AND STEERED TO THE OPPOSITE SIDE OF THE TAXIWAY. THE DRIVER OF THE TRUCK MADE NO APPARENT ATTEMPT TO CHANGE HIS POSITION SO AS TO PASS CLEAR. THE PLT SAW THE TRUCK DRIVER DUCK DOWN IN HIS SEAT AS THE VEHICLES APPROACHED EACH OTHER. AT THIS TIME THE PLT APPLIED FULL BRAKES AND CUT THE ENGINE. THE ACFT LEFT WING HIT THE TRUCKS WINDSHIELD.

Brief of Accident (Continued)

File No. - 1495

10/27/83

AUGUSTA,KS

A/C Reg. No. N46644

Time (Lcl) - 1700 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - VEHICLE
2. CLEARANCE - NOT MAINTAINED - DRIVER OF VEHICLE
3. AIRPORT OPERATIONS - IMPROPER - AIRPORT PERSONNEL

----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. - 1459 10/28/83 GARNETT,KS A/C Reg. No. N8127F Time (Lcl) - 2030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

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

Fire Crew Fatal
NONE Pass 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 - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/007 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
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 Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

GARNETT MUNI
Runway Ident - 20
Runway Lth/Wid - 2400/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

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

Age - 59
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-152

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

Total	-	839	Last 24 Hrs	-	2
Make/Model	-	184	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	3
Multi-Eng	-	37			

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING FINAL APPROACH TO LAND ON A LOCAL NIGHT FLIGHT. THE WEATHER WAS VMC WITH A 12 MILE VISIBILITY REPORTED. THE PILOT REPORTED THAT DURING FINAL APPROACH FOR A FULL STOP LANDING THE ACFT STRUCK THE TOPS OF SOME TREES WHICH DAMAGED THE LEFT WING AND LEFT ELEVATOR LEADING EDGE. THE ACFT CONTINUED ON TO TOUCHDOWN WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1459

10/28/83

GARNETT,KS

A/C Reg. No. N8127F

Time (Lc1) - 2030 CDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
-

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

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. - 1428 11/13/83 SATANTA,KS A/C Reg. No. N343BA Time (Lcl) - 0915 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	3

-----Aircraft Information-----

Make/Model	- BEECHCRAFT A-36	Eng Make/Model	- CONTINENTAL IO-520-BA	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 285 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point OKLAHOMA CITY,OK</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - VISUAL STRAIGHT-IN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data SATANTA MUNICIPAL</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 3340/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 72	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2888
SE LAND,ME LAND	Months Since - 14	Make/Model- 2433
	Aircraft Type - A-36	Instrument- 164
		Multi-Eng - 455
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID HE WAS APPROACHING TO LAND AND WAS LOW ON APPROACH. AS THE AIRCRAFT CROSSED THE END OF THE RUNWAY, THE LEFT MAIN GEAR TOUCHED DOWN, STRIKING WHAT WAS DESCRIBED AS A CURB ABOUT 1 FOOT FROM THE EDGE OF THE RUNWAY, SUBSTANTIALLY DAMAGING THE LEFT WING REAR SPAR.

Brief of Accident (Continued)

File No. - 1428

11/13/83

SATANTA,KS

A/C Reg. No. N343BA

Time (Lcl) - 0915 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. PROPER GLIDEPATH - 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) 2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1566 11/17/83 TOPEKA,KS

A/C Reg. No. N7814A

Time (Lcl) - 0830 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 180A
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 - YES/NO
Stall Warning System - YES

-----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 - 12.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LAMAR,MO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

PHILLIP BILLARD MUNI
Runway Ident - 17
Runway Lth/Wid - 5099/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 49

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3300	Last 24 Hrs	- UNK/NR
Make/Model-	150	Last 30 Days-	UNK/NR
Instrument-	180	Last 90 Days-	14
Multi-Eng	- 200		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT VEERED OFF THE RWY INTO THE GRASS AND COLLAPSED THE MAIN LANDING GEAR DURING TAKEOFF. THE PILOTS SEAT SLID AFT AS THE ACFT ACCELERATED AND THE PILOT LOST CONTROL OF THE ACFT. THE ACFT VEERED OFF THE LEFT SIDE OF THE RUNWAY INTO THE GRASS. THE PILOT INDICATED THAT HE ADJUSTED HIS SEAT BEFORE TAKEOFF AND HAD TO FORCE THE SEAT LOCKING PIN INTO POSITION.

Brief of Accident (Continued)

File No. - 1566

11/17/83

TOPEKA,KS

A/C Reg. No. N7814A

Time (Lcl) - 0830 CST

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

Finding(s)

1. FUSELAGE,SEAT - UNLOCKED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUSELAGE,SEAT - WORN
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

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) 1,2,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1482 3/05/83 HUBBARDS FORK, KY A/C Reg. No. N4060A Time (Lcl) - 1758 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PUBLIC USE
Flight Conducted Under -PUBLIC USE
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire NONE

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

-----Aircraft Information-----

Make/Model - DOUGLAS B-26C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 35000
No. of Seats - 2

Eng Make/Model - P&W R-2800-79
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 2000 HP

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

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

Weather Data

Wx Briefing - COMPANY
Method - ACFT RADIO
Completeness - FULL
Basic Weather - VMC

Itinerary

Last Departure Point
ASHVILLE, NC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 130/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 9000 FT SCATTERED
Lowest Ceiling - 15000 FT
Obstructions to Vision- SMOKE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - COMPANY(VFR)
Type of Clearance - NONE
Type Apch/Lndg - NONE

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, ME SEA
HELICOPTER

Age - 37
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4199
Make/Model- 733
Instrument- 410
Multi-Eng - 3394
Last 24 Hrs - 3
Last 30 Days- 19
Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT & ACFT HAD BEEN FIGHTING FOREST FIRES EARLIER IN THE DAY. A LATE DEVELOPING FIRE NECESSITATED ANOTHER DISPATCH. THE ACFT ARRIVED ON SCENE & CHECKED IN WITH THE LEAD ACFT CIRCLING OVERHEAD COORDINATING THE FIRE FIGHTING EFFORTS. THE TANKER MADE 2 RUNS OVER THE FIRE AREA FOLLOWING THE LEAD ACFT. AFTER THE 2ND RUN, THE ACFT BANKED LEFT IN A LEVEL TURN TO MAKE ANOTHER RUN WITHOUT USING THE LEAD ACFT. DURING THE 3RD RUN THE TANKER STRUCK TREES NEAR THE TOP OF A 1800 FT RIDGELINE. WITNESSES ON THE GROUND REMARKED HOW LOW THE ACFT WAS. ACCORDING TO THE PLT'S PEERS, HE TOOK PRIDE IN DOING HIS JOB WELL & ALWAYS STROVE TO PUT THE CHEMICAL RIGHT ON TARGET. THERE HAD BEEN OCCASIONS IN THE PAST WHERE THIS ZEAL TO SUCCEED HAD RESULTED IN HIS GOING LOWER THAN THE 150 FT AGL MINIMUM ALTITUDE MANDATED BY FORESTRY SERVICE REGS. HE HAD, ON OCCASIONS, RETURNED TO BASE WITH TREE FOLIAGE STUCK IN HIS AIRCRAFT.

Brief of Accident (Continued)

File No. - 1482

3/05/83

HUBBARDS FORK, KY

A/C Reg. No. N4060A

Time (Lc1) - 1758 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, OVER 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. - 1549 5/20/83 STANTON,KY A/C Reg. No. N3828N Time (Lcl) - 1450 EDT

-----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

Crew

Pass

Fatal

0

0

Serious

0

0

Minor

1

0

None

0

0

-----Aircraft Information-----

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

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

ELT Installed/Activated - YES/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 250/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 10000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WRENS,GA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

STANTON
Runway Ident - 24
Runway Lth/Wid - 3000/ 70
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

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

Age - 47
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - UNK/NR
Last 24 Hrs - 3
Make/Model- 4750
Last 30 Days- UNK/NR
Instrument- 270
Last 90 Days- 52
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL APCH TO LAND, THE ENG LOST POWER WHEN THE ACFT WAS AT APRX 300 FT AGL. THE PLT STATED THAT HE SWITCHED FUEL TANKS & RETRACTED THE LANDING GEAR & FLAPS IN AN EFFORT TO REACH THE RWY. WHEN HE SAW THAT HE COULD NOT GLIDE TO THE RWY, HE TURNED TO AVOID TREES. HOWEVER, THE ACFT COLLIDED WITH POWER LINES. THEN CRASHED INTO A POND. AN EXAM REVEALED THE FUEL SELECTOR WAS POSITIONED TO THE LEFT TANK. APRX 20 TO 25 GAL OF FUEL WAS FOUND IN THE LEFT TANK, BUT NO FUEL WAS FOUND IN THE RIGHT TANK. A POST CRASH ENG RUN WAS MADE & IT OPERATED SMOOTHLY TO 2715 RPM WITH A 62 INCH TEST CLUB PROPELLER INSTALLED.

Brief of Accident (Continued)

File No. - 1549

5/20/83

STANTON,KY

A/C Reg. No. N3828N

Time (Lcl) - 1450 EDT

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

Finding(s)
1. FLUID,FUEL - STARVATION
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Finding(s)
3. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND

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

Finding(s)
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. OBJECT - WIRE,TRANSMISSION

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

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1458 7/24/83 CUMBERLAND, KY A/C Reg. No. N9046A Time (Lcl) - 2045 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	DESTROYED		Serious	Minor	None
Type of Operation -SIGHTSEEING	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	2	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - BELL 47G-2	Eng Make/Model - LYCOMING VO-435	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 9150
SE LAND, ME LAND	Months Since - 19	Make/Model- 1000
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 550
		Multi-Eng - 2200
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - 1000

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT WAS CONDUCTING LOCAL SIGHTSEEING FLTS FROM A SCHOOL PARKING LOT. THE LOT WAS ABOUT 75 YDS BY 35 YDS. ON THE SIDE NEAR A HIGHWAY THERE IS A SIX-FOOT CHAIN LINK FENCE THE PLT HAD TO CLEAR DURING EACH TAKEOFF. AFTER BOARDING THE PAX THE PLT HOVERED MOMENTARILY TO GET THE FEEL OF THE LOAD & DECIDED TO CONTINUE THE TAKEOFF. AFTER CLEARING THE FENCE & ACCELERATING INTO TRANSLATIONAL LIFT, THE ACFT SETTLED & IMPACTED THE HIGHWAY & ROLLED OVER SHATTERING THE M/R BLADES. THE ACFT WAS ABOUT 20 LBS ABOVE THE ALTERNATE LOADING LIMIT (CABIN DOORS REMOVED.)

Brief of Accident (Continued)

File No. - 1458

7/24/83

CUMBERLAND,KY

A/C Reg. No. N9046A

Time (Lcl) - 2045 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - 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. - 1524 8/13/83 LOUISVILLE, KY

A/C Reg. No. N16JF

Time (Lc1) - 0735 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

-----Aircraft Information-----

Make/Model - PICCARD AX-6
Landing Gear - UNK/NR
Max Gross Wt - UNK/NR
No. of Seats - UNK/NR

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 290/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LOUISVILLE, KY
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg -

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, COMMERCIAL
SE LAND
FREE BALLOON

Age - 42

Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - AX-6

Medical Certificate - NO MEDICAL

	Flight Time (Hours)	
Total	- 890	Last 24 Hrs - 1
Make/Model-	542	Last 30 Days- UNK/NR
Instrument-	22	Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RECEIVED A WX BRIEFING AT 0600 EDT & NOTED NOTHING SIGNIFICANT THAT WOULD BE A HAZARD TO FLT. HE PROCEEDED TO LONG RUN PARK, APRX 20 MI EAST OF LOUISVILLE, KY, TO LAUNCH THE BALLOON. THERE WAS A 654 FOOT TOWER IN THE VICINITY, BUT THE PLT BELIEVED THE NORTHERLY, 5 KT WIND WOULD CARRY THE BALLOON WELL CLEAR. HE STATED THAT AFTER LIFT-OFF, THE BALLOON BEGAN PROCEEDING ON A PARALLEL COURSE, WELL CLEAR OF THE TOWER. IT THEN ENCOUNTERED A SUDDEN WIND-SHIFT & BEGAN DRIFTING TOWARD THE TOWER WITH INCREASING SPEED. THE PLT ELECTED TO CLIMB TO AVOID THE TOWER. BOTH BLAST VALVES WERE OPENED TO CLIMB AS RAPIDLY AS POSSIBLE & A CLIMB RATE OF 900 TO 1000 FT.MIN WAS OBTAINED. HOWEVER, THE WIND SPEED CONTINUED TO INCREASE. AFTER REALIZING THAT AVOIDANCE WAS NO LONGER POSSIBLE, HE SHUT OFF THE BLAST VALVES & PREPARED FOR A COLLISION. THE BALLOON STRUCK THE TOWER APRX 20 FT FROM THE TOP, THE PLT CLIMBED ONTO THE TOWER STAIRCASE & DESCENDED ON FOOT. THE BALLOON WAS EXTENSIVELY DAMAGED.

Brief of Accident (Continued)

File No. - 1524

8/13/83

LOUISVILLE, KY

A/C Reg. No. N16JF

Time (Lcl) - 0735 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CLIMB

Finding(s)

2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 3. OBJECT - ELECT TOWER(MARKED)
-

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1594 8/20/83 FALLS OF ROUGH, KY A/C Reg. No. N2882L Time (Lcl) - 1440 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point FRANKFORT, KY	Airport Data
Method - TELEPHONE	Destination FALLS OF ROUGH, KY	ROUGH RIVER
Completeness - FULL		Runway Ident - 36
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2500/ 55
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 6.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 4000 FT SCATTERED	Type Apch/Lndg - NONE	
Lowest Ceiling - NONE		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 200
SE LAND	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28	Make/Model- 60
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A POWER LINE DURING A GO-AROUND. INVESTIGATION REVEALED THE ACFT HAD ROLLED ABOUT 3/4 OF THE WAY DOWN THE 2700 FT RWY BEFORE A GO-AROUND WAS STARTED. THE COLLISION OCCURRED 850 FT BEYOND THE DEPARTURE END OF THE RWY 30 FT AGL AND 400 FT LEFT OF THE CENTERLINE. EXAMINATION OF THE WRECKAGE REVEALED THAT THE FLAPS WERE FULLY EXTENDED. THE REPORTED TEMPERATURE WAS 98 DEGREES F.

Brief of Accident (Continued)

File No. - 1594

8/20/83

FALLS OF ROUGH, KY

A/C Reg. No. N2882L

Time (Lc1) - 1440 CDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION (MARKED)
 2. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 4. GO-AROUND - DELAYED - PILOT IN COMMAND
 5. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
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) 2,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1412 8/27/83 MURRAY,KY A/C Reg. No. N6155S 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 -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - AIR AND SPACE 18-A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 200/003 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 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 Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BRANDON
Runway Ident - 18
Runway Lth/Wid - 2100 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND
GYROPLANE

Age - 65

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5306	Last 24 Hrs	- 4
Make/Model-	390	Last 30 Days-	UNK/NR
Instrument-	550	Last 90 Days-	10
Multi-Eng	- 800	Rotorcraft	- 390

Instrument Rating(s) - NONE

-----Narrative-----

APRX 400 FT AGL, WHILE EXECUTING A JUMP TAKEOFF AND A RIGHT TURN, THE AIRCRAFT BEGAN TO SETTLE. IT THEN STRUCK TREES AND THEN THE GROUND. THE TEMPERATURE WAS 100 DEGREES F. THE PILOT STATED THAT MORE ATTENTION SHOULD HAVE BEEN PAID TO AMBIENT CONDITIONS.

Brief of Accident (Continued)

File No. - 1412

8/27/83

MURRAY, KY

A/C Reg. No. N6155S

Time (Lc1) - 1230 CDT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. ADEQUATE ROTOR RPM - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

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. - 1578 6/29/83 PITTSFIELD,MA A/C Reg. No. N6638Y Time (Lc1) - 1705 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -INSTRUCTIONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	2
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540LB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GREAT BARRINGTON,MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PITTSFIELD,MA	PITTSFIELD
Wind Dir/Speed- 360/004 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 15.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - 3500/ 100
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2103
SE LAND,ME LAND	Months Since - 18	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 447
		Instrument- 242
		Multi-Eng - 590
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON THE 1ST TAKEOFF, THE CFI DEMONSTRATED AN ABORTED TAKEOFF BY PLACING THE RT SELECTOR GASOLINE VALVE IN THE OFF POSITION AND HAD THE STUDENT PULL THE ENG BACK, MAKING A LANDING ON THE RWY. THE FLT THEN TAXIED BACK FOR ANOTHER TAKEOFF, AGAIN THE CFI SHUT OFF THE RT GAS TANK, THE ACFT BECAME AIRBORNE AND THE ENG QUIT. THE STUDENT HAD RETRACTED THE LANDING GEAR DURING THE SEQUENCE AND THE ACFT LANDED GEAR-UP.

Brief of Accident (Continued)

File No. - 1578

6/29/83

PITTSFIELD,MA

A/C Reg. No. N6638Y

Time (Lcl) - 1705 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND(CFI)

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

Finding(s)

3. GEAR RETRACTION - INTENTIONAL - DUAL STUDENT

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - WIRE,TRANSMISSION
5. OBJECT - TREE(S)

-----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. - 1490 9/10/83 BERLIN, MD

A/C Reg. No. N90916

Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -BANNER TOW

Fire Crew
ON GROUND Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
UNK/NR

Airport Data

Wind Dir/Speed- 240/007 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg -

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 - 33
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - 8GCBC

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

Total	- 1500	Last 24 Hrs	- 2
Make/Model	- 900	Last 30 Days	- UNK/NR
Instrument	- 110	Last 90 Days	- 190

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT CRASHED INTO TREES AFTER THE ACFTS LANDING GEAR BECAME ENTANGLED IN THE BANNERS TOW BRIDLE DURING AN ATTEMPTED BANNER PICK-UP. ACCORDING TO ONE WITNESS WHO WAS A MEMBER OF THE BANNER CREW ON THE FIELD, THE ACFT CAME IN TOO LOW AND CAUGHT THE LEFT LANDING GEAR IN THE BRIDLE. THE PILOT BEGAN TRYING TO SHAKE THE BRIDLE OFF THE WHEEL. THE ACFT CLEARED THE POWER LINES AND DIPPED ITS LEFT WING. THIS RELEASED THE BANNER BUT THE RIGHT WING DIPPED AND THE PLANE DISAPPEARED IN THE TREES. ANOTHER WITNESS, A PLT IN ANOTHER BANNER TOW ACFT AT 400 FT AGL SAID THE WINGS BANKED LEFT AND RIGHT TWICE BEFORE THE ACFT SPUN TO THE RIGHT INTO THE TREES.

Brief of Accident (Continued)

File No. - 1490

9/10/83

BERLIN,MD

A/C Reg. No. N90916

Time (Lc1) - 1130 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. PROPER ALTITUDE - BELOW - PILOT IN COMMAND
 2. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - DETERIORATED
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

----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. - 1522 11/08/83 ST. MICHAELS, MD A/C Reg. No. N5022L Time (Lcl) - 1640 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 NONE

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

-----Aircraft Information-----

Make/Model - LAKE LA-4-200
Landing Gear - AMPHIBIAN
Max Gross Wt - 2600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - UNK/NR
Wind Dir/Speed- CALM
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EASTON, MD
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

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 - 60
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - LA-4

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

Total	- 4120	Last 24 Hrs	- 1
Make/Model-	100	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	40
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE AFTERNOON, THE PLT FLEW TO THE MILES RIVER IN MARYLAND WHERE HE MADE A WATER LANDING TO PICK UP A PASSENGER. WHEN HE LANDED, THE WATER SURFACE HAD RIPPLES WHICH HAD BEEN PRODUCED BY A LIGHT BREEZE. AT THAT TIME, THE PLT HAD NO TROUBLE SEEING THE SURFACE OF THE WATER. THE PLT THEN TOOK OFF WITH THE PASSENGER ON BOARD. LATER, WHEN THEY RETURNED TO LAND, THE WATER WAS GLASSY. THE PLT STATED THAT DURING THE LANDING, HE THOUGHT HIS APPROACH WAS PERFECT. HE STATED HE THOUGHT THAT HE WAS APRX 5 TO 6 FT ABOVE THE WATER & WAS JUST BEGINING TO FLARE WHEN THE ANPHIBIAN ACFT CRASHED. HE WAS THROWN FROM THE ACFT & REMEMBERED SWIMMING BACK. APRX 4 MIN AFTER THE ACCIDENT, BOTH OCCUPANTS WERE PULLED FROM THE WATER, BUT THE PASSENGER, WHO HAD WENT THRU THE WINDSHIELD, DIED LATER. NO SHOULDER HARNESS WAS INSTALLED. THE WATER VISIBILITY AT THE SITE WAS CLEAR. WHEN THE INVESTIGATOR LANDED ON GLASSY WATER THERE ON THE NEXT DAY, THERE WAS NO VISIBLE SURFACE, ALL HE COULD SEE WAS WHAT APPEARED TO BE THE RIVER BOTTOM.

Brief of Accident (Continued)

File No. - 1522

11/08/83

ST. MICHAELS, MD

A/C Reg. No. N5022L

Time (Lc1) - 1640 EST

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

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 3. FLARE - DELAYED - 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. - 1499 1/30/83 ALTON, ME

A/C Reg. No. N95176

Time (Lcl) - 0720 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

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

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC12-D
Landing Gear - SKI
Max Gross Wt - 1200
No. of Seats - 2

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

ELT Installed/Activated - NO -N/A
Stall Warning System - 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 - 7.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 15000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ROSS LAKE, ME

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PRIVATE STRIP
Runway Ident - 27
Runway Lth/Wid - 1600 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

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

Age - 46
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 - 145 Last 24 Hrs - UNK/NR
Make/Model- 145 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PAX STATED THAT THE FUSELAGE & RIGHT WING TANKS CONTAINED AUTOMOTIVE FUEL. THE ENG WAS WARMED UP AN ESTIMATED 30 MIN PRIOR TO TAKEOFF. THE ACFT WAS OBSERVED TO LIFT OFF ABOUT 1/2 WAY DOWN THE 1600 FT STRIP. AT ABOUT 30-40 FT THE ACFT BEGAN A RIGHT BANKING TURN. THE PAX STATED THAT AT ABOUT 75 FT ABOVE THE TREES THE ENG QUIT. THE PLT TURNED THE ACFT LEFT BACK TOWARD THE RWY, & THE PAX OBSERVED THE PLT PULLING & PUSHING A KNOB. THE ACFT CRASHED IN A NEAR VERTICAL NOSE DOWN ATTITUDE. THE PLT'S LOGBOOK INDICATED A TOTAL OF 11.9 HRS DUAL WITH THE LAST DUAL ON 7/24/81. THE LAST RECORDED ANNUAL WAS ON 3/31/81 WHICH COULD NOT BE SIGNED OFF BECAUSE AN STC INVOLVING AN ENG CHANGE WAS NOT COMPLETED. THE ACFT WAS EQUIPPED WITH SKIS & THEIR INSTALLATION WAS NOT RECORDED IN THE LOGBOOK. THE ACFT WAS ABOUT 175 LBS OVER MAX GROSS WEIGHT AT THE TIME OF THE ACCIDENT. OAT AT BANGOR, ME WAS 20 DEG F. RECENT TESTS SHOW THAT A CARBURETOR HAD A TENDENCY TO COMMENCE ICING TWICE AS SOON WITH AUTOMOTIVE GRADE FUEL AS COMPARED WITH 100LL AVIATION GRADE.

Brief of Accident (Continued)

File No. - 1499

1/30/83

ALTON, ME

A/C Reg. No. N95176

Time (Lc1) - 0720 EST

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

Finding(s)

1. UNDETERMINED
2. FLUID, FUEL GRADE - IMPROPER
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. MAINTENANCE, ANNUAL INSPECTION - NOT ATTAINED - PILOT IN COMMAND
5. MAINTENANCE, RECORDKEEPING - NOT MAINTAINED - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

8. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
9. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND
11. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
12. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
13. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
14. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,8,9,10,12

Factor(s) relating to this accident is/are finding(s) 2,3,6,7,11,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1493 11/14/83 ELIOT, ME A/C Reg. No. N704UG Time (Lcl) - 0940 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
1
0

-----Aircraft Information-----

Make/Model - CESSNA 150
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 - YES/NO
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LITTLEBROOK, ME
Destination
SANFORD, ME

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

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 - 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 - 50 Last 24 Hrs - 0
Make/Model- 50 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING IN SOFT EARTH AFTER THE ENGINE QUIT DURING TAKEOFF. THIS ACFT HAD BEEN SCHEDULED FOR A FLT ON 11/13 BUT DUE TO WATER IN THE FUEL IT WAS NOT USED. THE ACFT FUEL WAS DRAINED AND REPLACED AND THE ACFT WAS TEST FLOWN. ON 11/14 DURING PREFLT THE STUDENT PLT COULD NOT DRAIN THE RIGHT TANK TO CHECK FOR WATER AND GOT ASSISTANCE FROM THE FBO. AFTER THE FUEL CHECK THE PLT COMPLETED THE PREFLT. THE ENG WAS DIFFICULT TO START AND REQUIRED EXTRA PRIMING. DURING RUN-UP THE ENGINE PERFORMED NORMALLY. 30 SECONDS AFTER TAKEOFF AT 70-75 KTS THE ENGINE QUIT. THE ALT WAS ABOUT 125 FT AGL SO NO RESTART WAS TRIED. THE ACFT GLIDED OVER A POND, LANDED IN SOFT EARTH, AND NOSED OVER. FUEL SAMPLES REMOVED FROM THE FUEL SYSTEM CONTAINED EXCESSIVE AMOUNTS OF WATER.

Brief of Accident (Continued)

File No. - 1493

11/14/83

ELIOT, ME

A/C Reg. No. N704UG

Time (Lc1) - 0940 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - FBO PERSONNEL
-

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 - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1552 10/08/83 WYOMING,MI

A/C Reg. No. N4022K

Time (Lcl) - 1926 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

-----Aircraft Information-----

Make/Model - ADAMS AB
Landing Gear - UNK/NR
Max Gross Wt - UNK/NR
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - UNK/NR
Rated Power - N/A

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

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

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY FCSTR
Basic Weather - VMC
Wind Dir/Speed- 030/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
CANNONSBURG,MI
Destination
LOCAL

Airport Proximity
UNK/NR

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

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

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

Medical Certificate - NO MEDICAL

Flight Time (Hours)	
Total	32
Make/Model-	32
Instrument-	0
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	32

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON COLLIDED WITH THE GROUND, BOUNCED, HIT A HOUSE AND A UTILITY POLE BEFORE BEING TORN ENOUGH TO COME TO REST. THE HARD LANDING IN AN 8 KT WIND TORE THE VENT LINE FROM THE PILOTS HAND, HE LOST THE ABILITY TO VENT THE BALLOON AND DURING THE COLLISIONS AND DRAGGING HE LOST 2 STRIKERS HE WANTED TO USE TO RELIGHT THE BURNER PILOT LIGHTS. THE PARTIALLY DEFLATED BALLOON BECAME A SAIL AND DRAGGED THE BASKET UNTIL THE POLE AND WIRES RIPPED THE ENVELOPE TWO FULL GORE LENGTHS AND IT DEFLATED AFTER TRAVELING 300 FT FURTHER. FIVE OF THE SIX PEOPLE ON BOARD WERE NOT INJURED. ONE RECEIVED A BROKEN ANKLE WHICH REQUIRED SURGERY. THE BALLOON FLIGHT LASTED ABOUT ONE HOUR AND 20 MINUTES BEFORE THE LANDING ATTEMPT WHICH ENDED IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1552

10/08/83

WYOMING,MI

A/C Reg. No. N4022K

Time (Lcl) - 1926 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WIND INFORMATION - INADEQUATE - PILOT IN COMMAND
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. OBJECT - RESIDENCE
5. OBJECT - UTILITY POLE

-----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. - 1423 4/21/83 HOLLANDALE,MN A/C Reg. No. N7418F Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 133
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

-----Aircraft Information-----

Make/Model - HUGHES 300C
Landing Gear - SKID
Max Gross Wt - 2050
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

-----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 - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - 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 - 33
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

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

Total - 5126
Make/Model- 115
Instrument- 36
Last 24 Hrs - 10
Last 30 Days- UNK/NR
Last 90 Days- 57
Rotorcraft - 165

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID "THAT UPON TAKEOFF FROM TRUCK, PULLED TOO MUCH POWER SO HE LOST TOO MUCH RPM, HIT SOMEWHAT SOLID GROUND, SLID 10 FEET AND STUCK IN THE MUD, THE HELICOPTER STOPPED IMMEDIATELY AND FLEW APART."

Brief of Accident (Continued)

File No. - 1423

4/21/83

HOLLANDALE, MN

A/C Reg. No. N7418F

Time (Lcl) - 1130 CDT

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

Finding(s)

1. COLLECTIVE - EXCESSIVE - 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. - 1486

11/07/83

GATZKE,MN

A/C Reg. No. N95180

Time (Lc1) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC-12D

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - UNK/NR

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/YES

Stall Warning System - 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 - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ROSEAU,MN

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----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-WAIVERS/LIMIT

Flight Time (Hours)

Total - 230

Make/Model- 158

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND WHEN THE PILOT ATTEMPTED A LOW LEVEL TURN.

Brief of Accident (Continued)

File No. - 1486

11/07/83

GATZKE,MN

A/C Reg. No. N95180

Time (Lcl) - 1530 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. PROPER ALTITUDE - 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1472 6/19/83 SOUTH FORK,MO A/C Reg. No. N1298F Time (Lcl) - 1410 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

Crew
Pass

	Injuries			
	Fatal	Serious	Minor	None
1	0	0	0	0
0	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/YES
Stall Warning System - YES

-----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
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WEST PLAINS,MO

ATC/Airspace

Type of Flight Plan - UNK/NR
Type of Clearance - NONE
Type Apch/Lndg - 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,CFI
SE LAND,ME LAND

Age - 34

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - C-172N

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

Total	-	2526	Last 24 Hrs -	5
Make/Model-	1344		Last 30 Days-	UNK/NR
Instrument-	132		Last 90 Days-	UNK/NR
Multi-Eng -	42			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TAKEOFF WAS FROM A FARM STRIP 1,600 FT LONG WITH GRASS 8 TO 10 INCHES HIGH. THERE ARE TREES ABOUT 800 FT SOUTH OF THE SOUTH END OF THE STRIP. THE ACFT TOOK OFF TO THE SOUTH & MADE A LEFT TURN. AFTER TURNING ABOUT 135 DEG THE BANK ABRUPTLY STEEPENED, THE NOSE DROPPED & THE ACFT CRASHED IN A NEARLY VERTICAL NOSE DOWN ATTITUDE. THE STALL OCCURRED AT AN ESTIMATED 100 TO 150 FT AGL. THE FLAPS WERE FOUND 10 DEG DOWN.

Brief of Accident (Continued)

File No. - 1472

6/19/83

SOUTH FORK, MO

A/C Reg. No. N1298F

Time (Lc1) - 1410 CDT

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1489 7/19/83 CHESTERFIELD,MO A/C Reg. No. N911AA 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 -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

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

-----Aircraft Information-----

Make/Model - AMERICAN EAGLE 2-PLACE
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - ROTAX 503
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 46 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ARROWHEAD
Runway Ident - 20
Runway Lth/Wid - 2880/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

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

Age - 36
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 - 250 Last 24 Hrs - UNK/NR
Make/Model- 40 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FIRST OBSERVED IN A LEFT 30 DEG BANK TURN WITH THE NOSE SLIGHTLY DOWN. AFTER THE FIRST 360 DEG TURN, THE ANGLE OF BANK INCREASED TO 60 DEG. DURING THE 3RD 360 DEG TURN, THE DIAMETER OF THE TURN DECREASED TO ABOUT 100 FT & THE FORWARD SPEED APPEARED TO STOP. THE ACFT THE DROPPED OFF IN A LEFT WING DOWN SIDE-SLIP. AT 500 FT AGL THE BRS EXPLOSIVE CHARGE FIRED & THE PARACHUTE CANOPY OPENED TO ABOUT 3-5 FT DIAM. THE ACFT PITCHED FURTHER DOWN & THE BANK ANGLE INCREASED TO 70-80 DEG. THE PARACHUTE SEPARATED & THE ACFT SPIRALED TO THE GROUND. THE BRIDLE OF THE CHUTE WAS FOUND TO HAVE BEEN CUT BY A SHARP PIECE OF METAL NEAR ITS ATTACHMENT POINT. SUBSEQUENT TO THE ACCIDENT, THE PRODUCER OF THE ACFT ISSUED A SAFETY BULLETIN REQUIRING MODIFICAITONS. THE NOW-STANDARD LARGER SPAN CANARD IS TO BE INSTALLED IN ALL ACFT IN THE FIELD. A 3RD SLAT BRACKET IS TO BE INSTALLED ON ALL LEADING EDGE SLATS. RESTRICTOR LINES ARE TO INSTALLED TO LIMIT THE MAX TRAVEL OF THE RUDDERS. OWNERS INFORMED TO RESTRICT BANK TO 30 DEG UNTIL FLIGHT TESTS COMPLETED.

Brief of Accident (Continued)

File No. - 1489

7/19/83

CHESTERFIELD,MO

A/C Reg. No. N911AA

Time (Lc1) - 1915 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. FLIGHT CONTROL SURFACES/ATTACHMENTS - INADEQUATE
 2. AIRCRAFT MANUALS,PROCEDURE INFORMATION - INADEQUATE
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

3. SAFETY SYSTEM(OTHER) - INADEQUATE
-

-----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. - 1405

7/19/83

KANSAS CITY,MO

A/C Reg. No. N1459J

Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

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

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - ROCKWELL 112A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C106
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - UNK/NR
Wind Dir/Speed- 190/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SHELL KNOB,MO

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

DOWNTOWN
Runway Ident - 21
Runway Lth/Wid - 5052/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,ATP,CFI
SE LAND,ME LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 4900	Last 24 Hrs - UNK/NR
Make/Model- 18	Last 30 Days- UNK/NR
Instrument- 2000	Last 90 Days- 12
Multi-Eng - 2800	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THE RIGHT CABIN DOOR CAME OPEN AFTER TAKEOFF AND HE REENTERED THE TRAFFIC PATTERN TO LAND. HE WAS CLEARED TO LAND ON RWY 21 BUT THE AIRCRAFT OVERSHOT FINAL APPROACH, STALLED AND LANDED IN THE GRASS. IT THEN COLLIDED WITH A FENCE AND CROSSED A DIKE BEFORE COMING TO A STOP.

Brief of Accident (Continued)

File No. - 1405

7/19/83

KANSAS CITY,MO

A/C Reg. No. N1459J

Time (Lcl) - 1700 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DOOR,PASSENGER - OPEN
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER DECISION,DIVERTED ATTENTION - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
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) 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. - 1409 8/01/83 KANSAS CITY, MO A/C Reg. No. N723CA Time (Lcl) - 0730 CDT

-----Basic Information-----

Type Operating Certificate	COMMUTER LOAD	Aircraft Damage					
Name of Carrier	-CAPITAL AIR SERVICE INC.	SUBSTANTIAL					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	Fatal	0	Injuries
Accident Occurred During	-TAXI		Pass	0	Serious	0	Minor
						0	None
							2
							14

-----Aircraft Information-----

Make/Model	- DE HAVILLAND DHG-6-300	Eng Make/Model	- UNITED PT6-20	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 11000	Engine Type	- TURBOPROP		
No. of Seats	- 22	Rated Power	- 550 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		UNK/NR	
Method	- UNK/NR	TOPEKA, KS			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC			
Wind Dir/Speed	- 060/006 KTS			Runway Ident	- UNK/NR
Visibility	- 7.0 SM	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 8000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- UNK/NR
Lowest Ceiling	- 18000 FT BROKEN	Type of Clearance	- NONE	Runway Status	- UNK/NR
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 5240	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 740	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 225	Last 90 Days - 265
		Multi-Eng - 2420	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE AIRCRAFT WAS BEING PARKED, THE OUTER PORTION OF THE RIGHT WING CONTACTED THE AWNING ON A BUILDING.

Brief of Accident (Continued)

File No. - 1409

8/01/83

KANSAS CITY, MO

A/C Reg. No. N723CA

Time (Lc1) - 0730 CDT

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

Finding(s)

1. OBJECT - BUILDING(NONRESIDENTIAL)
2. VISUAL LOOKOUT - 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. - 1443 8/02/83 KANSAS CITY,MO A/C Reg. No. N53326 Time (Lcl) - 1155 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

Crew 0
Pass 0

Fatal	Injuries			None
	Serious	Minor		
0	0	0	1	
0	0	0	2	

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D25
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 220/006 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 25000 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 Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

FAIRFAX MUNICIPAL
Runway Ident - 35
Runway Lth/Wid - 7300/ 150
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 - 5
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 66
Make/Model- 20
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

ON LANDING THE AIRCRAFT TOUCHED DOWN HARD, BOUNCED AND THE RIGHT MAIN LANDING GEAR BROKE OFF. A GO AROUND WAS EXECUTED AND THE FLIGHT PROCEEDED TO KANSAS CITY WHERE AN EMERGENCY LANDING WAS MADE. DURING LANDING THE AIRCRAFT SWERVED OFF THE RUNWAY TO THE RIGHT.

Brief of Accident (Continued)

File No. - 1443

8/02/83

KANSAS CITY,MO

A/C Reg. No. N53326

Time (Lcl) - 1155 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,MAIN GEAR - OVERLOAD
 2. FLARE - NOT OBTAINED - PILOT IN COMMAND
 3. LANDING GEAR,MAIN GEAR - SEPARATION
 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. FLIGHT CONTROL,ELEVATOR - BENT
-

-----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. - 1408 8/13/83 FARLEY, MO A/C Reg. No. N32240 Time (Lcl) - 0130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	1	0	0
Accident Occurred During	-APPROACH	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28R-200	Eng Make/Model	- LYCOMING IO-360-C1C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	WALDRON, MO	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	NOAH'S ARK
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 17
Lowest Sky/Clouds	Type of Clearance	- 2950/ 30
Lowest Ceiling	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- TRAFFIC PATTERN	Runway Status
Precipitation		- DRY
Condition of Light		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total - 284
SE LAND	Months Since	- 18	Make/Model - 46
	Aircraft Type	- PA-28	Instrument - 11
			Last 24 Hrs - 3
			Last 30 Days - UNK/NR
			Last 90 Days - 26

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A VFR PLEASURE FLIGHT, AT NIGHT THE AIRCRAFT CRASHED IN AN OPEN FIELD. THE LANDING GEAR WAS DOWN AND LOCKED. THE PROPELLER WAS WINDMILLING AT TOUCHDOWN BUT THERE WAS NO INDICATION THAT THE ENGINE WAS DEVELOPING POWER. EXAMINATION OF THE ENGINE REVEALED A MALFUNCTION OF THE FUEL DIAPHRAM ASSEMBLY (P/N 2529471) OF THE REGULATOR ALLOWING FUEL TO FLOW INTO THE IMPACT TUBES.

Brief of Accident (Continued)

File No. - 1408

8/13/83

FARLEY, MO

A/C Reg. No. N32240

Time (Lc1) - 0130 CDT

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

Finding(s)

1. FUEL SYSTEM, INJECTOR - FAILURE, PARTIAL
-

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LIGHT CONDITION - DARK NIGHT
-

-----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. - 1469 8/22/83 CARTHAGE, MO A/C Reg. No. NONE Time (Lc1) - 1920 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 103	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - AIRMASS SUNBURST	Eng Make/Model - CUYUNA 430R	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 30 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CARTHAGE, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 045/030 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 7000 FT OVERCAST	Type Apch/Lndg -	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 88
	Months Since - N/A	Make/Model- 30
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER MAKING SEVERAL TAKEOFFS & LANDINGS, THE PLT CIRCLED THE ARPT, THEN DEPARTED IN A NORTHERLY DIRECTION. ONE WITNESS STATED THAT THE VEHICLE WAS FLYING TOWARD A STORM THAT WAS APPROACHING FROM THE NORTH. HE ESTIMATED THE ULTRALIGHT WAS AT APRX 300 FT AGL WHEN IT TURNED ABOUT 30 DEG LEFT, THEN THE RIGHT WING FOLDED. SUBSEQUENTLY, THE VEHICLE IMPACTED IN AN INVERTED ATTITUDE. WITNESSES THAT WERE NEARBY AT THE TIME OF THE ACCIDENT STATED THAT THE WINDS WERE FROM THE SOUTHWEST, JUST PRIOR TO THE OCCURRENCE, THEN IMMEDIATELY AFTER THE ACCIDENT, THE WINDS SHIFTED TO THE NORTHEAST & WERE VERY STRONG, REPORTEDLY GUSTING TO 40 KTS. STRONG STORM CELLS WITH TOPS TO 50,000 FT WERE REPORTED WITHIN 22 MI. SEVERAL FLYING & LANDING WIRES WERE FOUND BROKEN.

Brief of Accident (Continued)

File No. - 1469

8/22/83

CARTHAGE, MO

A/C Reg. No. NONE

Time (Lc1) - 1920 CDT

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

Finding(s)

1. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - THUNDERSTORM
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - WINDSHEAR
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

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

Finding(s)

6. WING, BRACING WIRE - OVERLOAD
7. WING - FAILURE, TOTAL

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

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) 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. - 1444 9/08/83 GRAIN VALLEY, MO A/C Reg. No. N5843C Time (Lcl) - 0945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	SUBSTANTIAL				
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During -LANDING			0	1	0
				0	0
				0	0

-----Aircraft Information-----

Make/Model - BEECH C35	Eng Make/Model - CONTINENTAL E-185-11	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 185 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	KANSAS CITY, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	EAST KANSAS CITY
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 45
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1032
SE LAND, ME LAND	Months Since - 23	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 51
		Instrument- 3
		Multi-Eng - 38
		Last 30 Days- UNK/NR
		Last 90 Days- 74

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE WAS ON FINAL APCH TO LAND, THE ENG QUIT RUNNING & HE WAS UNABLE TO GLIDE TO THE RWY. REPORTEDLY, THE ACFT TOUCHED DOWN IN A VACANT LOT ABOUT 75 FT SHORT & 15 FT BELOW THE LEVEL OF THE END OF THE RWY. AFTER TOUCHING DOWN, IT CONTINUED ACROSS A DITCH, A ROAD, ANOTHER DITCH, WENT THRU A BARBED WIRE FENCE, CONTINUED UP A BANK & STOPPED AT THE APCH END OF THE RWY. AN EXAM OF THE ACFT REVEALED THERE WS APRX 5 GAL OF FUEL REMAINING IN THE RIGHT FUEL TANK, BUT ONLY ABOUT 3/4 OF A PINT IN THE LEFT TANK. THE FUEL SELECTOR WAS FOUND POSITIONED TO THE LEFT TANK & THE FUEL QUANTITY GAGE WAS SWITCHED TO THE RIGHT TANK. ALL FUEL LINES WERE INTACT & ALL CONNECTIONS WERE TIGHT. NO EVIDENCE OF FUEL SIPHONING WAS FOUND. ALSO, THE ENG RAN SATISFACTORILY DURING AN OPERATIONAL CHECK AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1444

9/08/83

GRAIN VALLEY, MO

A/C Reg. No. N5843C

Time (Lc1) - 0945 CDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

3. TERRAIN CONDITION - DITCH
4. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1411

9/10/83

TRENTON, MO

A/C Reg. No. N372T

Time (Lc1) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-14
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1700
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BUFFALO, MO
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

TRENTON MUNICIPAL
Runway Ident - 35
Runway Lth/Wid - 4400/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

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

Age - 51

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 448	Last 24 Hrs	- 11
Make/Model-	448	Last 30 Days-	11
Instrument-	UNK/NR	Last 90 Days-	11
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD JUST RECEIVED EXTENSIVE MAINTENANCE AT BUFFALO, MO, WHICH INCLUDED INTERNAL & EXTERNAL RECOVERING & AN STC MODIFICATION. DURING ARRIVAL AT TRENTON, MO, THE ACFT WAS OBSERVED ON A SHORT FINAL APCH. AT A POSITION OF APRX 200 FT SHORT OF THE RWY & 75 FT AGL, THE ACFT WAS OBSERVED TO PITCH UP TO THE LEFT, STALL, PITCH DOWN & IMPACT THE GROUND. AN EXAM OF THE ACFT REVEALED THAT THE FRONT ATTACHING POINT FOR THE LEFT HORIZONTAL STABILIZER HAD SEPARATED FROM THE CROSSOVER TUBE. THE CROSSOVER TUBE WAS DESIGNED AS A CONNECTING MEMBER BETWEEN THE LEFT & RIGHT HORIZONTAL STABILIZERS. THERE WAS EVIDENCE THAT THE CROSSOVER TUBE HAD ONLY BEEN INSERTED 7/8 INCH INTO THE FRONT ATTACHING POINT OF THE LEFT STABILIZER, BUT WAS INSERTED 4-7/8 INCHES INTO THE RIGHT STABILIZER. THE CONNECTING BOLT WAS STILL INSTALLED IN THE LEFT STABILIZER, BUT IT WAS LOCATED BEYOND THE EXTENSION OF THE CROSSOVER TUBE ON THAT SIDE.

Brief of Accident (Continued)

File No. - 1411

9/10/83

TRENTON,MO

A/C Reg. No. N372T

Time (Lc1) - 1730 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. HORIZONTAL STABILIZER ATTACHMENT - DISCONNECTED
 2. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1535 3/24/83 HOUSTON,MS A/C Reg. No. N731PP Time (Lcl) - 1030 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL		Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	1
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- CESSNA 188B	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method	- UNK/NR	HOUSTON,MS	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	LOCAL	HOUSTON MUNICIPAL
Wind Dir/Speed	- 330/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 03
Lowest Sky/Clouds	- 3000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 3000/ 100
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- ASPHALT
Condition of Light	- DAYLIGHT	- UNK/NR	Runway Status
			- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 9211	Last 24 Hrs - 8
SE LAND,ME LAND	Months Since - 13	Make/Model- 7500	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 104
		Multi-Eng - 211	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING TAKEOFF, HE HAD REACHED AN ALT OF APRX 100 FT AGL, HAD REDUCED POWER & WAS RETRACTING THE FLAPS FROM THE TAKEOFF SETTING WHEN HE FELT THE ACFT "GIVE." HE REEXTENDED THE FLAPS, APPLIED FULL THROTTLE & DUMPED HIS LOAD, BUT THE ACFT CONTINUED TO LOSE ALT & AIRSPEED UNTIL IT HIT THE TOP OF A TREE & CRASHED. AN EXAM REVEALED THAT THE TOP MEMBER OF THE RIGHT WING TUBULAR REAR SPAR WAS BROKEN AT THE CLUSTER JOINT WHERE THE SPAR ATTACHES TO THE FUSELAGE STUB WING. THE FRACTURE SURFACES WERE SEVERELY RUSTED. THE FRACTURE OCCURRED WHERE THE WING HAD BEEN WELDED. REPORTEDLY, THE RIGHT WING TIP HAD BEEN DAMAGED APRX 3 YRS PREVIOUSLY & WAS SUBSEQUENTLY REPAIRED.

Brief of Accident (Continued)

File No. - 1535

3/24/83

HOUSTON,MS

A/C Reg. No. N731PP

Time (Lc1) - 1030 CST

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

Finding(s)

1. WING - PREVIOUS DAMAGE
 2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
 3. WING,WING ATTACHMENT FITTING - FAILURE,TOTAL
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. TERRAIN CONDITION - 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) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1418 4/12/83 PLENTYWOOD, MT A/C Reg. No. N9592A Time (Lcl) - 1810 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
	Fire	Crew	Fatal	Serious	Minor
Type of Operation - PERSONAL	NONE	Pass	0	0	0
Flight Conducted Under -14 CFR 91			0	0	0
Accident Occurred During -LANDING					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 170A	Eng Make/Model - FRANKLIN O-300	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SHERWOOD
Wind Dir/Speed- 020/005 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3900/ 75
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 185
SE LAND	Months Since - 7	Last 24 Hrs - 3
	Aircraft Type - 152	Make/Model- 4
		Last 30 Days- 20
		Instrument- 3
		Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

PILOT WAS PRACTICING TOUCH AND GO LANDINGS ON RUNWAY 30. PILOT STATED THAT ON LANDING ROLL AS HE CLOSED THE CARBURETOR HEAT CONTROL PREPARING FOR ANOTHER TAKEOFF A GUST CAUGHT THE RIGHT WING LIFTING IT UP. THE PILOT CORRECTED BY USING RIGHT AILERON AND LEFT RUDDER BUT THE AIRCRAFT WEATHERVANED INTO THE WIND AND WENT OFF THE RIGHT SIDE OF THE RUNWAY. THE WIND WAS 020 DEGREES, 5 KTS. THE LEFT WING WAS BENT TWO FEET INBOARD FROM THE WINGTIP.

Brief of Accident (Continued)

File No. - 1418

4/12/83

PLENTYWOOD,MT

A/C Reg. No. N9592A

Time (Lc1) - 1810 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
3. WING,SPAR - BENT
4. DIRECTIONAL CONTROL - 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) 1,2,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1441 5/28/83 HILGER,MT A/C Reg. No. N3380Z Time (Lcl) - 1945 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-18A-150	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HILGER,MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 100/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 850
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 850
		Last 30 Days- UNK/NR
		Instrument- 46
		Last 90 Days- 106

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE AND ANOTHER PILOT WERE SPRAYING A FIELD IN TANDEM FORMATION AT AN ALT OF ABOUT 10 FEET AGL. HE WAS ABOUT 1/2 MILE BEHIND THE LEAD ACFT AND SLIGHTLY TO THE LEFT. AFTER MAKING A SWATH RUN HE PULLED UP TO ABOUT 100 FT AGL AND STARTED MAKING A LEFT TURN WHEN THE AIRCRAFT SUDDENLY ROLLED RIGHT AND CRASHED.

Brief of Accident (Continued)

File No. - 1441

5/28/83

HILGER,MT

A/C Reg. No. N3380Z

Time (Lcl) - 1945 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. STALL/MUSH - INADVERTENT - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1572 10/16/83 LIBBY, MT A/C Reg. No. N4415W Time (Lc1) - 1600 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries			
Type of Operation - PERSONAL	Fire	Crew	0	Serious	Minor	None	
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	1	0	0	0
Accident Occurred During - TAKEOFF				0	0	0	0

-----Aircraft Information-----

Make/Model - BENSON B8M	Eng Make/Model - MCCULLOCH D-100-1	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 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/003 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point LIBBY, MT Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN	Airport Proximity ON AIRPORT Airport Data LIBBY Runway Ident - 32 Runway Lth/Wid - 4200/ 75 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) NONE	Age - 41 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificate - NO MEDICAL Flight Time (Hours) <table border="0" style="width: 100%;"> <tr> <td>Total - 11</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model- 11</td> <td>Last 30 Days- 6</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 6</td> </tr> </table>	Total - 11	Last 24 Hrs - 3	Make/Model- 11	Last 30 Days- 6	Instrument- 0	Last 90 Days- 6
Total - 11	Last 24 Hrs - 3							
Make/Model- 11	Last 30 Days- 6							
Instrument- 0	Last 90 Days- 6							

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO TREES DURING A TAKEOFF AND DESCENDED INVERTED TO THE GROUND. THE PILOT STATED HE HAD NOT INTENDED TO FLY A PATTERN BUT MERELY TAKEOFF AND LAND IN A MODIFIED HIGH SPEED TAXI RUN. BUT ON THIS LAST RUN HE RAN OUT OF RWY AND DECIDED TO GO AROUND THE PATTERN. ACCORDING TO THE PILOT THE ENGINE STARTED TO OVERHEAT SO HE REDUCED POWER AND THE ACFT SETTLED INTO THE TREES.

Brief of Accident (Continued)

File No. - 1572

10/16/83

LIBBY, MT

A/C Reg. No. N4415W

Time (Lc1) - 1600 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. OBJECT - TREE(S)
-

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) 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. - 1523 6/26/83 DENTON, NC

A/C Reg. No. N5096K

Time (Lc1) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	0

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

Fire Crew 0
NONE Pass 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/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 7.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALBEMARLE, NC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

DENTON
Runway Ident - 02
Runway Lth/Wid - 2200/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

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

Age - 51
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)		
Total	-	535
Make/Model-	400	
Instrument-	12	
Last 24 Hrs	-	1
Last 30 Days	-	UNK/NR
Last 90 Days	-	30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING ARRIVAL, SHE ELECTED TO LAND ON THE SLOPING RWY, DOWNHILL, SINCE THERE WERE LOWER APCH OBSTACLES FROM THAT DIRECTION. SHE REPORTED THAT THE ACFT TOUCHED DOWN SOMEWHAT TOO FAR DOWN THE RWY. THE BRAKES WERE APPLIED, BUT THEY WERE NOT AS EFFECTIVE ON THE GRASS AS SHE HAD ANTICIPATED. THE ACFT CONTINUED SLOWLY OFF THE RWY, WENT DOWN AN EMBANKMENT & ONTO A RAILROAD TRACK & NOSED OVER. THE PLT REPORTED THAT THE WIND WAS LIGHT & VARIABLE. APRX 30 MI NORTH NORTHWEST AT WINDSTONSALEM, NC, THE 1950 EDT WIND WAS FROM 130 DEG AT 12 KTS. THE PLT NOTED THAT THE ACCIDENT MIGHT HAVE BEEN AVOIDED BY LANDING AT THE THRESHOLD, APPLYING BRAKES IMMEDIATELY & BY HOLDING BACK ON THE YOKE WHILE APPLYING BRAKES.

Brief of Accident (Continued)

File No. - 1523

6/26/83

DENTON, NC

A/C Reg. No. N5096K

Time (Lcl) - 1930 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. WEATHER CONDITION - UNFAVORABLE WIND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN

-----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) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1519

6/30/83

GASTONIA, NC

A/C Reg. No. N8835F

Time (Lcl) - 1245 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

1

-----Aircraft Information-----

Make/Model - HUGHES 269A

Landing Gear - SKID

Max Gross Wt - 1575

No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-B1A

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 185 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 080/010 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 2000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GASTONIA, NC

Destination

CHARLOTTE, NC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 54

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 844

Make/Model- 844

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 16

Rotorcraft - 844

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE AT 500 FT AGL, THE ENG SUDDENLY LOST POWER & WENT TO IDLE RPM. DURING AN AUTOROTATION TO THE SIDE OF A HIGHWAY, THE ACFT WAS MANEUVERED OVER A POWER LINE, THEN UNDER ANOTHER LINE. AFTER TOUCHDOWN, THE HELICOPTER SLID INTO SOME BUSHES & A SMALL TREE. THE PLT REPORTED THAT THERE WAS NO SUITABLE PLACE TO LAND EXCEPT ALONG THE HIGHWAY. THE THREADS IN THE END OF THE THROTTLE CONTROL CABLE ASSEMBLY WERE STRIPPED. THIS ALLOWED THE ENG TO GO TO IDLE RPM. THE CABLE, PN 267A-4683-3, HAD ACCUMULATED 770 HRS SINCE INSTALLATION.

Brief of Accident (Continued)

File No. - 1519

6/30/83

GASTONIA, NC

A/C Reg. No. N8835F

Time (Lc1) - 1245 EDT

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

Finding(s)

1. THROTTLE/POWER LEVER, CABLE - STRIPPED THREAD

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

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

3. 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

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. - 1561

6/22/83

HARWOOD,ND

A/C Reg. No. N25873

Time (Lcl) - 2050 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries				
Fatal	Serious	Minor	None	
2	0	0	0	
0	0	0	0	

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

NONE

Crew

Pass

-----Aircraft Information-----

Make/Model - STOLP SA750

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - UNK/NR

No. of Seats - 2

Eng Make/Model - LYCOMING IO-360-A1B

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 200 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 280/006 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FARGO,ND

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - C-340A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5280

Make/Model- 5

Instrument- 563

Multi-Eng - 3316

Last 24 Hrs - 5

Last 30 Days- 100

Last 90 Days- 305

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT IMPACTED THE GROUND IN AN INVERTED POSITION IN ABOUT A 30 DEGREE NOSE DOWN ATTITUDE. THE ACFT WAS OBSERVED DOING AEROBATICS WITH THE LAST MANEUVER A SPIN. THE ACFT SPUN TO AN OUT OF SIGHT POSITION BEHIND THE TREES AND A CRASH WAS HEARD. THE CFI ON THIS FLT HAD BEEN KNOWN TO PERFORM AEROBATICS IN THIS ACFT AND TO ALLOW STUDENTS TO DO THEM. THE PILOT RECEIVING INSTRUCTION ON THE DAY OF THE FLT HAD BEEN RECOMMENDED FOR AN INSTRUMENT RATING CHECK RIDE. ONE PILOT WHO HAD FLOWN WITH THIS CFI SAID LIMITED AEROBATICS HAD BEEN PERFORMED WITH HIM BUT THE CFI PERFORMED AT A POOR PROFICIENCY LEVEL DURING AEROBATICS. A NOTED AEROBATIC PILOT WHO HAD FLOWN THIS ACFT SAID IT SPUN RELATIVELY FLAT. HE STATED THAT WITHOUT TRAINING MOST PROFESSIONAL AEROBATIC PILOTS WERE UNABLE TO RECOGNIZE EITHER THE DIRECTION OR PROPER PROCEDURE FOR RECOVERY FROM AN INVERTED FLAT SPIN.

Brief of Accident (Continued)

File No. - 1561

6/22/83

HARWOOD,ND

A/C Reg. No. N25873

Time (Lcl) - 2050 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND(CFI)
 2. AEROBATICS - PERFORMED - PILOT IN COMMAND(CFI)
 3. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND(CFI)
-

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

Finding(s)

4. TERRAIN CONDITION - CROP
-

-----Probable Cause-----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1570

8/13/83

WHPETON,ND

A/C Reg. No. N2070J

Time (Lcl) - 1210 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - CESSNA T188L

Eng Make/Model - CONTINENTAL TSIO-520-T

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4400

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 310 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/010 KTS

Visibility - 11.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WHPETON,ND

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - 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)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,CFI

Current - YES

Total - 12400

Last 24 Hrs - 4

SE LAND,ME LAND

Months Since - 10

Make/Model- 153

Last 30 Days- UNK/NR

HELICOPTER

Aircraft Type - UNK/NR

Instrument- 273

Last 90 Days- 25

Multi-Eng - 520

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND DURING AERIAL APPLICATION TURN AROUND. THE PILOT STATED THAT HE LOOKED INSIDE THE COCKPIT DURING THE MANEUVER TO SEE HOW MUCH CHEMICAL WAS LEFT. HE SAW THE GROUND OUT OF THE CORNER OF HIS EYE AND TRIED TO AVOID THE COLLISION BUT WAS TOO LATE.

Brief of Accident (Continued)

File No. - 1570

8/13/83

WAHPETON,ND

A/C Reg. No. N2070J

Time (Lc1) - 1210 CDT

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

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. DESCENT - NOT CORRECTED - 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. - 1488 7/15/83 SUPERIOR,NE A/C Reg. No. N737HT Time (Lc1) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 235/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SIDNEY,NE
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

MUNICIPAL
Runway Ident - 14
Runway Lth/Wid - 3700/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

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

Age - 65

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 104	Last 24 Hrs -	2
Make/Model-	104	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	23

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE TOUCHED DOWN ON THE RIGHT WHEEL, ROLLED ON THE RWY AND BECAME AIRBORNE AGAIN WITH THE ACFT BANKED TO THE RIGHT. HE APPLIED POWER AND THE ENGINE WENT TO HIGH RPM. THE ACFT SWUNG RIGHT ALMOST 180 DEGREES BEFORE TOUCHING DOWN OFF THE RWY TO THE RIGHT. WINDS WERE GUSTING 18 KTS. TURF RWY 18 WAS ALSO AVAILABLE.

Brief of Accident (Continued)

File No. - 1488

7/15/83

SUPERIOR,NE

A/C Reg. No. N737HT

Time (Lc1) - 1130 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 2. WEATHER CONDITION - GUSTS
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. WEATHER CONDITION - CROSSWIND
 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
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) 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. - 1420 7/28/83 NORTH PLATTE, NE A/C Reg. No. N25087 Time (Lcl) - 1015 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ON-DEMAND AIR TAXI	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-CRUISE						

-----Aircraft Information-----

Make/Model	- PIPER PA-38	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 112 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	SAME AS ACC/INC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		LEE BIRD	
Wind Dir/Speed	- 300/004 KTS	ATC/Airspace		Runway Ident	- 17
Visibility	- 15.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 4434/ 100
Lowest Sky/Clouds	- 4500 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- MACADAM
Lowest Ceiling	- 8000 FT BROKEN	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 18	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 33	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 33	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 2	Last 90 Days - 33

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD BEEN FLYING FOR ABOUT 1 HOUR IN THE LOCAL AREA AND WAS RETURNING FROM THE PRACTICE AREA AT 1100 FEET AGL. IN PREPARATION FOR LANDING HE ADVANCED THE MIXTURE TO FULL RICH AND THE ENGINE LOST POWER. HE TRIED EMERG PROCEDURES BUT THE ENGINE DID NOT RESPOND. THE PILOT STATED THAT HE MOVED THE THROTTLE AND THE MIXTURE BACK AND FORTH AND SWITCHED FUEL TANKS, BUT THE ENGINE DID NOT RESPOND. HE MADE A LEFT TURN AND LANDED IN A CORNFIELD. THE OWNER OF THE ACFT EXAMINED THE ENGINE BUT DID NOT FIND EVIDENCE TO EXPLAIN THE REPORTED ENGINE FAILURE. AT THE TIME OF THE ACCIDENT THE SURFACE TEMP WAS 78F AND THE DEW POINT WAS 63F. ACCORDING TO THE CARBURATOR ICING PROBABILITY CHART, THAT COMBINATION OF TEMP/DEW POINT IS CONDUCIVE TO MODERATE CARBURETOR ICING AT CRUISE POWER AND SERIOUS ICING AT DESCENT POWER. THE PILOT SAID HE HAD NOT USED CARBURETOR HEAT DURING THE FLIGHT.

Brief of Accident (Continued)

File No. - 1420

7/28/83

NORTH PLATTE, NE

A/C Reg. No. N25087

Time (Lc1) - 1015 CDT

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

Finding(s)

1. WEATHER CONDITION - STARVATION
 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. FLUID, FUEL - STARVATION
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
-

-----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. - 1494 11/06/83 KIMBALL,NE A/C Reg. No. N1272M Time (Lcl) - 2000 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA T337E	Eng Make/Model - LYCOMING TS10-360-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SWEETWATER,TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SCOTTSBLUFF,NE	KIMBALL MUNI
Wind Dir/Speed- 350/004 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LNDG	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 625
SE LAND,ME LAND	Months Since - 8	Make/Model- 190
	Aircraft Type - C-337	Instrument- 0
		Multi-Eng - 190
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND IN A PANCAKE STALL MUSH DURING A FORCED LANDING HALF A MILE FROM THE ARPT. THE REAR ENGINE HAD STOPPED IN FLT AND THE PLT DECIDED ON A PRECAUTIONARY LANDING AFTER RESTARTING THE ENGINE. DURING THE FINAL APPROACH TO LAND THE REAR ENGINE QUIT AGAIN THE ACFT WAS TOO LOW AND IMPACTED THE GROUND ABOUT 1/2 MILE FROM THE ARPT. THE PLT SAID THE FUEL GAGES WERE READING ABOUT 1/2 FULL WHEN THE REAR ENGINE QUIT.

Brief of Accident (Continued)

File No. - 1494

11/06/83

KIMBALL,NE

A/C Reg. No. N1272M

Time (Lc1) - 2000 MST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED

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. LIGHT CONDITION - DARK NIGHT

-----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. - 1528 11/16/83 MILLARD,NE A/C Reg. No. N8229A Time (Lcl) - 0815 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage				
ON-DEMAND AIR TAXI	SUBSTANTIAL				
Type of Operation -POSITIONING	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-3	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	DES MOINES,IA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MILLARD
Wind Dir/Speed- 080/005 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3800/ 75
Lowest Sky/Clouds - 1200 FT	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 1200 FT OVERCAST	Type Apch/Lndg - ADF/NDB	Runway Status - DRY
Obstructions to Vision- HAZE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 15500
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - PA-32RT	Make/Model- 353
		Last 30 Days- UNK/NR
		Instrument- 530
		Last 90 Days- 225
		Multi-Eng - 3700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL FROM VFR-ON-TOP, THE PLT WAS GIVEN RADAR VECTORS FOR THE NDB APCH. THE PLT STATED THAT HE WAS IN THE CLOUDS DURING THE APCH FOR ONLY ABOUT 5 TO 8 MIN. HE REPORTED THAT APRX 1/2 MI OUT ON FINAL APCH, THE NOSE BECAME PROGRESSIVELY HEAVY AND THE AIRSPEED GAGE WAS INDICATING 90 KTS. A GO-AROUND WAS STARTED. REPORTEDLY, THE AIRSPEED INCREASED TO 92 KTS, BUT THE NOSE PITCHED FURTHER DOWN. SUBSEQUENTLY, THE ACFT TOUCHED DOWN HARD, NOSEWHEEL FIRST, BOUNCED & STRUCK THE RWY. THE NOSEWHEEL COLLAPSED DURING THE LANDING & THE ACFT CAME TO REST JUST OFF THE RWY. REPORTEDLY, PRX 1/8 INCH OF ICE ACCUMULATION WAS FOUND ON THE LEADING EDGES OF THE WINGS. AN INVESTIGATION REVEALED NO FLT CONTROL PROBLEMS. THE PLT BELIEVED THAT ICE HAD ACCUMULATED ON THE PITOT TUBE. HE STATED THAT THE PITOT HEAD WAS SLOW TO HEAT AFTER THE ACCIDENT. ACCORDING TO HIM, THE ACFT ACTED LIKE IT WAS FLYING AT ONLY 75 TO 80 KTS WHEN IT TOUCHED DOWN HARD.

Brief of Accident (Continued)

File No. - 1528

11/16/83

MILLARD,NE

A/C Reg. No. N8229A

Time (Lc1) - 0815 CST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS

2. WING - ICE

----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. - 1429 11/16/83 SARGENT, NE A/C Reg. No. N3630X Time (Lcl) - 1745 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

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

-----Aircraft Information-----

Make/Model - AERO COMMANDER 100
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2250
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A2F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 130/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision - FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
HASTINGS, NE
Destination
SARGENT, NE

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LNDG

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 - 50
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total - 110 Last 24 Hrs - UNK/NR
Make/Model- 106 Last 30 Days- UNK/NR
Instrument- 4 Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT BECAME DIIORIENTED ON A FLIGHT FROM HASTINGS, NE ENROUTE TO SARGENT, NE. HE DECIDED TO LAND ON A COUNTY ROAD WEST OF SARGENT. DURING THE LANDING THE ACFT RIGHT WING TIP STRUCK A POLE AND THE ACFT TIPPED UP ON ITS NOSE.

Brief of Accident (Continued)

File No. - 1429

11/16/83

SARGENT,NE

A/C Reg. No. N3630X

Time (Lcl) - 1745 CST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
6. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - UTILITY POLE
8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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) 2,6,8

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. - 1517 11/18/83 KEARNEY, NE A/C Reg. No. N8169C Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	4

-----Aircraft Information-----

Make/Model	- PIPER PA-32-201	Eng Make/Model	- LYCOMING IO-540K1GS	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ST. LOUIS, MO</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - UNK/NR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>MUNICIPAL</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 7092/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2210
SE LAND	Months Since - 5	Make/Model- 800
	Aircraft Type - UNK/NR	Instrument- 199
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 29

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, THE PLT HELD THE NOSEWHEEL OFF WHILE SLOWING DOWN, AND USED RIGHT RUDDER TO COMPENSATE FOR A REPORTED X-WIND CONDITION. AS SOON AS THE NOSEWHEEL TOUCHED DOWN, THE ACFT VEERED TO THE RIGHT. IT WENT OFF THE RIGHT SIDE OF THE RWY, THE NOSEWHEEL HIT A RWY LIGHT & THE NOSE GEAR COLLAPSED. THE PLT ALSO REPORTED A TAILWIND CONDITION.

Brief of Accident (Continued)

File No. - 1517

11/18/83

KEARNEY,NE

A/C Reg. No. N8169C

Time (Lc1) - 1600 CST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - CROSSWIND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - RUNWAY LIGHT

Occurrence #3 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) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1410 8/23/83 NASHUA, NH A/C Reg. No. N9078Z Time (Lcl) - 1615 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	0	1	0	0
Flight Conducted Under	-14 CFR 91	Crew	0	0	0	0
Accident Occurred During	-HOVER	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- ROBINSON R-22	Eng Make/Model	- LYCOMING O-320-B2C	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 160 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	
Wind Dir/Speed-	ATC/Airspace	Runway Ident
320/008 KTS	Type of Flight Plan	- UNK/NR
Visibility	- NONE	Runway Lth/Wid
- 40.0 SM	Type of Clearance	- UNK/NR
Lowest Sky/Clouds	- NONE	Runway Surface
- 5000 FT SCATTERED	Type Apch/Lndg	- UNK/NR
Lowest Ceiling	- NONE	
- NONE		
Obstructions to Vision-		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age -	44	Medical Certificate -	VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total	- 464
SE LAND	Months Since	- 9	Make/Model-	31
	Aircraft Type	- 172	Instrument-	69
			Multi-Eng -	31
			Last 24 Hrs -	1
			Last 30 Days-	17
			Last 90 Days-	27
			Rotorcraft -	31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE INSTRUCTOR WATCHED THE THIRD LIFTOFF FROM IN FRONT OF THE HANGAR, HE OBSERVED THE HELICOPTER LIFT OFF THE GROUND RAPIDLY, ITS NOSE SWINGING QUICKLY TO THE RIGHT AS IT DID. DURING THE YAW, THE HELICOPTER LOST ALTITUDE RAPIDLY UNTIL THE RIGHT SKID HIT THE GROUND. AFTER BOUNCING BACK INTO THE AIR A RIGHT ROLL BEGAN ALONG WITH THE YAW AND CONTINUED UNTIL THE MAIN ROTOR BLADES STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 1410

8/23/83

NASHUA,NH

A/C Reg. No. N9078Z

Time (Lcl) - 1615 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. COLLECTIVE - EXCESSIVE - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - GROUND
-

-----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. - 1577 9/10/83 MANCHESTER, NH A/C Reg. No. N3501R Time (Lcl) - 1000 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

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - BEECH A23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-346
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 165 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 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 Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

MANCHESTER
Runway Ident - 24
Runway Lth/Wid - 5847/ 150
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 - 5
Aircraft Type - UNK/NR

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

Total - 147 Last 24 Hrs - 1
Make/Model- 10 Last 30 Days- UNK/NR
Instrument- 4 Last 90 Days- 59

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH VASI LIGHTS DURING AN EMERGENCY LANDING. THE PILOT WAS MAKING TOUCH & GO LANDINGS. ON THE 4TH TAKEOFF THE ENGINE LOST POWER AT 150 FT. THE PILOT SWITCHED THE FUEL SELECTOR TO LEFT TANK AND THE ENGINE REGAINED POWER. IN MANEUVERING AT LOW ALT AND LOW AIRSPEED THE ACFT COLLIDED WITH THE LIGHTS. AT PREFLT THE PILOT SAID THE RIGHT TANK HAD 8 GALLONS AND THE LEFT ABOUT 18. THE PILOT FLEW FOR 30 MINUTES ON THE RIGHT TANK.

Brief of Accident (Continued)

File No. - 1577

9/10/83

MANCHESTER, NH

A/C Reg. No. N3501R

Time (Lc1) - 1000 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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)

4. OBJECT - APPROACH LIGHT/NAVAID
-

-----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. - 1477 9/10/83 LEBANON,NH A/C Reg. No. N64200 Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - BEECH 58P	Eng Make/Model - CONTINENTAL TS10-520W	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 325 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WHITE PLAINS,NY	LEBANON
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3984/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- GROUND FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 72	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2452
SE LAND,ME LAND	Months Since - 23	Make/Model- 1100
	Aircraft Type - UNK/NR	Instrument- 341
		Multi-Eng - 1702
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 52

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT THERE WAS A SUDDEN POWER FLUCTUATION AT(ROTATION SPEED). THE PLT THEN ABORTED THE TAKEOFF BUT COULD NOT STOP THE ACFT BEFORE DEPARTING THE RWY.

Brief of Accident (Continued)

File No. - 1477

9/10/83

LEBANON,NH

A/C Reg. No. N64200

Time (Lc1) - 1230 EDT

Occurrence #1

LOSS OF POWER

Phase of Operation

TAKEOFF - GROUND RUN

Finding(s)

1. UNDETERMINED

Occurrence #2

OVERRUN

Phase of Operation

TAKEOFF

Finding(s)

2. ABORTED TAKEOFF - 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. - 1401 8/19/83 SOMERVILLE, NJ A/C Reg. No. N444FS Time (Lcl) - 2050 EDT

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	-BUSINESS	Fire		Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0	2
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- CESSNA 172M	Eng Make/Model	- CONTINENTAL O-320-E2D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	MT. HOLLY, NJ			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		SOLBERG-HUNTERDON	
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Ident	- 22
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 3670/ 100
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 349	Last 24 Hrs - 0
SE LAND	Months Since - 20	Make/Model - 34	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 6	Last 90 Days - 5

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, AS THE FLIGHT NEARED THE RUNWAY IT WAS FLARED FOR TOUCHDOWN. HOWEVER, THE AIRCRAFT BOUNCED AND THE PILOT IMMEDIATELY APPLIED FULL POWER, PUSHED THE NOSE FORWARD AND RAISED THE ELECTRIC FLAP LEVER. THE AIRCRAFT DID NOT SEEM TO CLIMB AND FELT MUSHY. AT THIS TIME THE NOSE WAS PUSHED FORWARD AND IN A SHORT TIME THE PLANE STRUCK THE GROUND, BOUNCED AND THEN SETTLED ON THE SECOND BOUNCE. THE PILOT HAD VISUAL CONTACT WITH THE RUNWAY LIGHTS BUT AFTER PASSING THE LIGHTS, IT BECAME COMPLETELY DARK WITH ALMOST NO FORWARD VISION TO THE HORIZON.

Brief of Accident (Continued)

File No. - 1401

8/19/83

SOMERVILLE,NJ

A/C Reg. No. N444FS

Time (Lc1) - 2050 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. FLARE - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - 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) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1579 9/04/83 SEASIDE HEIGHTS, NJ A/C Reg. No. N5179G Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-OTHER WORK USE	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 305A	Eng Make/Model	- CONTINENTAL O-470	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 2100	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 2	Rated Power	- 230 HP			

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	COLTS NECK, NJ	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 180/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE	- FORCED LANDING	
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1560	Last 24 Hrs - 5
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 3	Make/Model - 69	Last 30 Days - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument - 125	Last 90 Days - 120
		Multi-Eng - 132	

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH DURING LANDING AND NOSED DOWN. THE PILOT HAD MADE A LOW APPROACH TO PICK UP A BANNER BUT WAS UNABLE TO MAINTAIN AIRSPEED AND ALTITUDE. THE BANNER WAS DROPPED BUT THE ACFT CONTINUED TO DESCEND. THE PILOT FLARED FOR A NORMAL LANDING BUT THE ACFT HIT A DITCH AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1579

9/04/83

SEASIDE HEIGHTS,NJ

A/C Reg. No. N5179G

Time (Lc1) - 1230 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
 4. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - DITCH
-

Occurrence #3 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) 1,2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1475 9/22/83 POMONA,NJ A/C Reg. No. N4148W Time (Lcl) - 1910 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

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
4

-----Aircraft Information-----

Make/Model - BEECH B55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4880
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 240/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
TETERBORO,NJ
Destination
POMONA,NJ

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - UNK/NR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

ATLANTIC CITY
Runway Ident - 22
Runway Lth/Wid - 6144/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE,COMMERCIAL
SE LAND,ME LAND

Age - 41

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

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

Total - 3620
Make/Model- 385
Instrument- 124
Multi-Eng - 1480
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL THE PLT APPLIED BRAKES AND THE LEFT MAIN LANDING GEAR COLLAPSED. THE ACFT TURNED TO THE LEFT AND THE REMAINING GEAR COLLAPSED. THE ACFT VEERED OFF THE SIDE OF THE RWY, DUG INTO THE SOFT DIRT AND SPUN AROUND.

Brief of Accident (Continued)

File No. - 1475

9/22/83

POMONA,NJ

A/C Reg. No. N4148W

Time (Lc1) - 1910 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
 6. LANDING GEAR,NOSE GEAR - OVERLOAD
 7. TERRAIN CONDITION - SOFT
-

-----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) 1,2,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1531 9/03/83 BELEN,NM A/C Reg. No. N43340 Time (Lcl) - 1200 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -STANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ALBUQUERQUE,NM	ALEXANDER MUNI
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,CFI	Current - YES	Total - 872
SE LAND,ME LAND	Months Since - 7	Make/Model- 330
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 16
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT & INSTRUCTOR PLT (CFI) HAD FLOWN THE ACFT FROM ALBUQUERQUE TO BELEN, NM, & HAD SHUT DOWN THE ENG.
DURING AN ENG START TO CONTINUE THE FLT ABOUT 20 MIN LATER, A FIRE STARTED IN THE ENG & THE ACFT WAS DESTROYED BY FIRE.
THE SOURCE OF THE FIRE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1531

9/03/83

BELEN,NM

A/C Reg. No. N43340

Time (Lc1) - 1200 MDT

Occurrence

FIRE

Phase of Operation

STANDING - STARTING ENGINE(S)

Finding(s)

1. UNDETERMINED

-----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. - 1436 7/06/83 HAWTHORNE,NV A/C Reg. No. N5328D Time (Lcl) - 1355 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 180A	Eng Make/Model - CONTINENTAL O-470K	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	DELTA,UT	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CONCORD,CA	HAWTHORNE MUNICIPAL
Wind Dir/Speed- 200/027 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2815/ 170
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 303
SE LAND	Months Since - 13	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 157
		Instrument- 2
		Last 30 Days- 32
		Last 90 Days- 55

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT UPON ARRIVAL IN THE HAWTHORNE AREA, THE WINDS REPORTED BY UNICOM WERE EXTREMELY VARIABLE AT 27 KTS GUSTING TO 35 KTS. THE UNICOM OPERATOR RECOMMENDED RWY 28, THEN RWY 15 AND FINALLY SETTLED ON RWY 23 AS THE BEST FOR THE WIND CONDITION. EVERYTHING WAS NORMAL THRU THE WHEEL LANDING BUT AT THE TRANSITION TO A THREE POINT ATTITUDE THE WIND SHIFTED APRX 40 DEG TO THE LEFT AND IN AN EFFORT TO AVOID A GROUND LOOP HE WENT OFF THE RUNWAY TO THE RIGHT. JUST AFTER DEPARTING THE RWY, THE RIGHT MAIN WHEEL ENCOUNTERED SOFT SAND WHICH CAUSED THE AIRCRAFT TO NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 1436

7/06/83

HAWTHORNE,NV

A/C Reg. No. N5328D

Time (Lc1) - 1355 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 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) 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. - 1544 8/09/83 JEAN, NV A/C Reg. No. N52023 Time (Lcl) - 1900 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- CESSNA 172P	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 080/013 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 8000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">LAS VEGAS, NV</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">JEAN</p> <p>Runway Ident - 02</p> <p>Runway Lth/Wid - 4545/ 100</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 50</td> <td>Last 24 Hrs</td> <td>- 3</td> </tr> <tr> <td>Make/Model-</td> <td>50</td> <td>Last 30 Days-</td> <td>20</td> </tr> <tr> <td>Instrument-</td> <td>2</td> <td>Last 90 Days-</td> <td>45</td> </tr> </table>	Total	- 50	Last 24 Hrs	- 3	Make/Model-	50	Last 30 Days-	20	Instrument-	2	Last 90 Days-	45
Total	- 50	Last 24 Hrs	- 3											
Make/Model-	50	Last 30 Days-	20											
Instrument-	2	Last 90 Days-	45											

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF FROM THE MCCARRAN INTL ARPT, LAS VEGAS, NV & FLEW TO ANOTHER ARPT IN THE LOCAL AREA AT JEAN, NV TO PRACTICE SOFT FIELD TAKEOFF & LANDING TECHNIQUES. DURING HIS 1ST SOFT FIELD TAKEOFF, HE OVER ROTATED THE ACFT & THE TAIL CONE CONTACTED THE RWY. THE PLT REPORTED THAT HE WAS DISTRACTED BY THE TAIL DRAGGING THE GROUND & ALLOWED THE ACFT TO DRIFT TOWARD THE LEFT SIDE OF THE RWY. REPORTEDLY, HE TRIED TO CORRECT THE DRIFT BY APPLYING RIGHT AILERON & THE ACFT CONTINUED OFF THE RWY, CONTACTED AN EMBANKMENT & FLIPPED OVER. APRX 20 MI NORTH NORTHEAST AT LAS VEGAS, THE WIND WAS FROM 080 DEG AT 13 KTS.

Brief of Accident (Continued)

File No. - 1544

8/09/83

JEAN,NV

A/C Reg. No. N52023

Time (Lc1) - 1900 PDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
-

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) 2,3,4

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. - 1468

8/22/83

ISLIP, NY

A/C Reg. No. N757PS

Time (Lc1) - 2043 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 110 HP

-----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 - 15.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 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 Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

MACARTHUR

Runway Ident - 15R

Runway Lth/Wid - 5186/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 52

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	Last 24 Hrs -	0
Make/Model-	46	Last 30 Days-	6
Instrument-	0	Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE ACFT BOUNCED SEVERAL TIMES, SKIDDED AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1468

8/22/83

ISLIP,NY

A/C Reg. No. N757PS

Time (Lc1) - 2043 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
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. - 1501

8/24/83

ENDICOTT, NY

A/C Reg. No. N6003W

Time (Lcl) - 1915 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-140

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2050

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 - 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 - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ENDICOTT, NY

Destination

LOCAL

Airport Proximity
ON AIRSTRIP

Airport Data

TRI-CITIES

Runway Ident - 03

Runway Lth/Wid - 3500/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 26

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 17 Last 24 Hrs - UNK/NR

Make/Model- 17 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A SOLO FLT, PRACTICING TOUCH-AND-GO LANDINGS. WHILE ON A LANDING ROLL, THE ACFT VEERED TO THE LEFT. THE STUDENT STATED THAT HE APPLIED RIGHT RUDDER, BUT THE ACFT CONTINUED TO THE LEFT. REPORTEDLY, THE STUDENT APPLIED BRAKES TO STOP, BUT ADVANCED THE THROTTLE FOR APRX 400 FT. SUBSEQUENTLY, THE ACFT STRUCK T-HANGAR. A CESSNA 177, N3401T, WHICH WAS PARKED INSIDE THE HANGAR, WAS ALSO DAMAGED.

Brief of Accident (Continued)

File No. - 1501

8/24/83

ENDICOTT,NY

A/C Reg. No. N6003W

Time (Lc1) - 1915 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 OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 5. OBJECT - BUILDING(NONRESIDENTIAL)
 6. OBJECT - AIRCRAFT PARKED
-

----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) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1476 9/08/83 GLENS FALLS, NY A/C Reg. No. N30724 Time (Lcl) - 1330 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

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
1
0

None
0
0

-----Aircraft Information-----

Make/Model - CESSNA 177B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360A1F6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 100/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 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 Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRSTRIP

Airport Data

WARREN CO.
Runway Ident - 19
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

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

Age - 50
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total - 75
Make/Model- 5
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING THE ACFT BOUNCED AND THE PLT DECIDED TO GO-AROUND. AS POWER WAS ADDED AND CARBURETOR HEAT REMOVED, THE ACFT VEERED OFF THE RWY TO THE LEFT AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1476

9/08/83

GLENS FALLS,NY

A/C Reg. No. N30724

Time (Lcl) - 1330 EDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
5. GO-AROUND - INITIATED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GO-AROUND - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

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. - 1503 9/15/83 FISHERS ISLAND,NY A/C Reg. No. N1856V Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	FISHERS ISLAND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ELIZABETH
Wind Dir/Speed- 080/005 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2054/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 326
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 300
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED THAT HE HAD LANDED ON RWY 07 & WAS TAXING ALONG THE RWY TO THE TIEDOWN AREA WHEN HE APPLIED BRAKES & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1503

9/15/83

FISHERS ISLAND,NY

A/C Reg. No. N1856V

Time (Lc1) - 1500 EDT

Occurrence

NOSE OVER

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. BRAKES(NORMAL) - 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1464

11/05/83

RHINEBECK, NY

A/C Reg. No. N1177Q

Time (Lcl) - 2030 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

ON GROUND

-----Aircraft Information-----

Make/Model - CESSNA 210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-520-L
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

-----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 - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
RHINEBECK, ME
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SKY PARK
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)
PRIVATE
SE LAND, ME LAND

Age - 33

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 164	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 ABOVE REPORTED BASIC WX DATA WAS THE 2050 OBSERVATION AT POUGHKEEPSIE, NY LOCATED ABOUT 20 NM SOUTH OF THE ACCIDENT SITE. HOWEVER, A WITNESS WHO WAS 1,000 FT NORTH OF THE ACCIDENT SITE STATED THE WX CONSISTED OF A LOW OVERCAST & THAT THE VISIBILITY WAS CLOSE TO ZERO. HE OBSERVED THE ACFT PASS OVERHEAD THREE TIMES AT ABOUT 300 FT AGL & SAW THE ACFT'S LIGHTS PARTIALLY HIDDEN IN FOG. THE ACFT THEN EMERGED OUT OF THE FOG IN A RIGHT TURN & DESCENDED TO THE GROUND. A PILOT REPORTED THAT THE SKY WAS CLEAR ABOUT 15 MI SOUTH OF THE ARPT BUT AT 10 MI SOUTH OF THE ARPT THE WX DROPPED TO 2,000 FT OVERCAST WITH 5-7 MI VISIBILITY IN LIGHT DRIZZLE.

Brief of Accident (Continued)

File No. - 1464

11/05/83

RHINEBECK,NY

A/C Reg. No. N1177Q

Time (Lc1) - 2030 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - FOG
 4. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
-

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

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
 6. AIRCRAFT 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

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6,7

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. - 1470 6/07/83 GOV'T CAMP,OR A/C Reg. No. N8402P Time (Lcl) - 1959 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass 3	0	0	0
Accident Occurred During -DESCENT			0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA28RT-201T	Eng Make/Model - CONTINENTAL TSIO-360-FB	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SEATTLE,WA	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	JACKSON,CA	Runway Ident - N/A
Wind Dir/Speed- VARIABLE/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 300 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 167
SE LAND	Months Since - 1	Make/Model- 84
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 2
		Last 30 Days- 61
		Last 90 Days- 167

Instrument Rating(s) - NONE

-----Narrative-----

WX CONDITIONS ALONG THE FLT ROUTE INDICATED CEILINGS OF 25,000 FT & UNRESTRICTED VISIBILITY EXCEPT FOR THE AREA SOUTH & WEST OF MOUNT HOOD. MOUNT HOOD, ELEVATION 11,239 FT MSL, ON THE SW SIDE OF GOVERNMENT CAMP & CLEAR LAKE (ACCIDENT SITE), WAS COVERED BY CLOUDS. ACCORDING TO WITNESSES, A CLASSIC TOWERING CUMULONIMBUS EXISTED OVER MOUNT HOOD. AT CLEAR LAKE, ABOUT 15 MI SOUTH OF MOUNT HOOD, IT WAS RAINING WITH HAIL & LIGHTNING, WITH A CEILING ESTIMATED AT ABOUT 300 FT. WITNESSES AT CLEAR LAKE REPORTED THE STORM WAS IN PROGRESS FOR SOME TIME BEFORE THE ACFT "FELL OUT OF THE CLOUDS" INTO THE LAKE. MOST OF THE RECOVERED WRECKAGE WAS FOUND IN CLEAR LAKE BY SCUBA DIVERS IN AN AREA 3600 FT BY 800 FT. WRECKAGE DISTRIBUTION INDICATED GENERAL DISINTEGRATION INFIGHT PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 1470

6/07/83

GOV'T CAMP,OR

A/C Reg. No. N8402P

Time (Lcl) - 1959 PDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. WING,SPAR - FAILURE,TOTAL
 5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

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. - 1600 8/07/83 GRANTS PASS,OR A/C Reg. No. N60754 Time (Lc1) - 0740 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- CESSNA 150J	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	JOSEPHINE CNTY
Wind Dir/Speed	- 040/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 30
Lowest Sky/Clouds	- 11000 FT SCATTERED	Type of Clearance	- 4000/ 75
Lowest Ceiling	- 20000 FT OVERCAST	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total	- 16450
SE LAND,ME LAND,SE SEA	Months Since - 15	Make/Model	- 540
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 90
		Multi-Eng	- 7100
			Last 24 Hrs - 1
			Last 30 Days- UNK/NR
			Last 90 Days- 54
			Rotorcraft - 1280

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE ACFT RAN OFF THE DEPARTURE END OF THE RWY DURING A FORCED LANDING FOLLOWING ENGINE FAILURE DURING A TOUCH AND GO LANDING. THE NOSEWHEEL STRUCK A MOUND OF DIRT AND THE ACFT NOSED OVER. THE ACFT HAD REACHED 40 FT AGL AND 70 MPH WHEN THE ENGINE LOST POWER FIRST BY RUNNING ROUGH AND THEN FAILING COMPLETELY. ENGINE TEARDOWN REVEALED THAT THE #1 CYLINDER EXHAUST VALVE STEM BROKE. A WORN VALVE STEM KEEPER SLEEVE ALLOWED THE VALVE AND STEM TO SLIDE INTO THE CYLINDER DURING A HIGH POWER APPLICATION. THE PISTON DISINTEGRATED WHEN THE VALVE WAS SWALLOWED. THE CFI TOOK OVER AND LANDED THE ACFT BUT WAS UNABLE TO STOP ON THE REMAINING RWY.

Brief of Accident (Continued)

File No. - 1600

8/07/83

GRANTS PASS,OR

A/C Reg. No. N60754

Time (Lc1) - 0740 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, VALVE - WORN
 2. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL
 3. ENGINE ASSEMBLY, PISTON - DISINTEGRATED
-

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

Finding(s)

4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND(CFI)
 5. DISTANCE - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
-

-----Probable Cause-----

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

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. - 1598 11/08/83 4NM W OF BORING,OR A/C Reg. No. N53079 Time (Lcl) - 1431 PST

-----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

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

-----Aircraft Information-----

Make/Model - CESSNA A185F
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 090/011 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

VANCOUVER,WA

Destination

SAME AS ACC/INC

Airport Proximity

UNK/NR

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - SOFT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,FLT ENG

SE LAND,ME LAND,SE SEA

Age - 27

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - DC-3

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 5198

Make/Model- 161

Instrument- 451

Multi-Eng - 3598

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH 3 MAJOR OBJECTS, A TREE, A HOUSE AND A MOTOR HOME DURING AN ATTEMPTED GO-AROUND. THE PILOT HAD ATTEMPTED A LANDING ON A SOFT SHORT DIRT ROAD NEAR HIS HOME. THE LENGTH OF THE ROAD WAS 462 FT. HE LANDED 74 FT SHORT OF MARKERS AT THE PLANNED TOUCHDOWN POINT. THE PASSENGER SAID IT WAS QUICKLY APPARENT THAT THEY COULD NOT STOP IN TIME. THE PILOT RETRACTED THE FLAPS TO 20 DEGREES AND APPLIED FULL POWER. THE ACFT LEFT THE GROUND 71 FT BEFORE THE END OF THE ROAD. THE TREE WAS ABOUT 125 FT AWAY AND WAS 16 FT TALL. THE ACFT HIT AT ABOUT 8 FT AGL. IT THEN HIT THE HOUSE ABOUT 25 FT AWAY AND PART OF THE ACFT STAYED THERE (THE TAIL SECTION AND PART OF THE FUSELAGE). THE FORWARD CABIN/COCKPIT AREA AND WINGS HIT THE MOTOR HOME AND CONTINUED ON IN THE YARD ABOUT ANOTHER 125 FT. THE TWO OCCUPANTS AND THEIR SEATS WERE THROWN OUT OF THE COCKPIT AND CAME TO REST NEAR THE FORWARD PORTION OF THE ACFT. THE PILOT DIED OF HIS INJURIES. THE PASSENGER RECEIVED ONLY MINOR INJURIES.

Brief of Accident (Continued)

File No. - 1598

11/08/83

4NM W OF BORING,OR

A/C Reg. No. N53079

Time (Lcl) - 1431 PST

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

Finding(s)

1. OBJECT - TREE(S)
 2. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
 3. OBJECT - RESIDENCE
 4. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
 5. OBJECT - VEHICLE
 6. DISTANCE - MISJUDGED - PILOT IN COMMAND
 7. GO-AROUND - DELAYED - PILOT IN COMMAND
 8. GO-AROUND - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
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) 2,4,6,7,8

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. - 1502 8/29/83 JULIAN, PA A/C Reg. No. N906BG Time (Lcl) - 1150 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - BURKHART GROB FLUGZEUGBAU G103	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - UNK/NR	
Max Gross Wt - 700	Engine Type - UNK/NR		
No. of Seats - 2	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	JULIAN, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RIDGE SOARING
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1094
SE LAND	Months Since - 4	Last 24 Hrs - 2
GLIDER	Aircraft Type - UNK/NR	Make/Model- 500
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 205

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT & INSTRUCTOR (CFI) WERE PRACTICING PATTERN WORK & LANDINGS. DURING THE 1ST 3 PATTERNS, THE WIND WAS CALM, HOWEVER, BY THE TIME THEY WERE ON THEIR 4TH PATTERN, THE WIND INCREASED & BECAME GUSTY. WHILE THE STUDENT WAS FLYING THE PATTERN, HE ALLOWED THE GLIDER TO GET LOW ON BASE LEG. THE CFI BELIEVED THERE WOULD BE NO PROBLEM, BUT ON FINAL, THE AIRSPEED DECREASED & THE CFI TOOK CONTROL. HE LOWERED THE NOSE TO GAIN AIRSPEED, BUT THEY ENCOUNTERED UNEXPECTED, SEVERE SINK & WIND GRADIENTS. SUBSEQUENTLY, THE GLIDER CONTACTED THE TOP OF CORN GROWING NEAR THE END OF THE RWY. THE RIGHT WING ENCOUNTERED MORE OF THE CORN THAN THE LEFT WING & THE GLIDER SWERVED RIGHT & IMPACTED THE GROUND SIDEWAYS.

Brief of Accident (Continued)

File No. - 1502

8/29/83

JULIAN, PA

A/C Reg. No. N906BG

Time (Lc1) - 1150 EDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - DOWNDRAFT
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1467 8/30/83 EBENSBURG, PA A/C Reg. No. N8399U Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	1
Accident Occurred During	-LANDING	Pass 0	0	0	0

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

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
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/YES
Stall Warning System - YES

-----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
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JOHNSON, PA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

EBENSBURG
Runway Ident - 24
Runway Lth/Wid - 3200/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 68

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 323	Last 24 Hrs	- 11
Make/Model-	37	Last 30 Days-	11
Instrument-	0	Last 90 Days-	18

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT INITIATED A GO-AROUND DURING HIS FIRST LANDING ATTEMPT BECAUSE HE WAS TOO HIGH. DURING THE LANDING HE LANDED ABOUT 300 FT DOWN THE RWY. WHEN HE APPLIED BRAKES THEY WERE INEFFECTIVE & INSUFFICIENT RWY REMAINED TO INITIATE A GO-AROUND. THE ACFT RAN OFF THE END OF THE RWY INTO HIGH GRASS & COLLIDED WITH A DITCH. THE BRAKE SYSTEM WAS VISUALLY INSPECTED & ALL SYSTEM COMPONENTS WERE FOUND TO BE WITHIN MANUFACTURER'S LIMITS EXCEPT FOR THE BRAKE DISCS WHICH WERE HEAVILY PITTED FROM RUST. THE WHEELS COULD BE ROTATED WITH FULL BRAKE PRESSURE APPLIED.

Brief of Accident (Continued)

File No. - 1467

8/30/83

EBENSBURG, PA

A/C Reg. No. N8399U

Time (Lc1) - 1400 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR, NORMAL BRAKE SYSTEM - INADEQUATE
2. LANDING GEAR, NORMAL BRAKE SYSTEM - CORRODED
3. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - DITCH

-----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. - 1527 9/05/83 QUEBRADILLAS, PR A/C Reg. No. N8576L Time (Lcl) - 1242 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-TAKEOFF	Crew					
		Pass					

-----Aircraft Information-----

Make/Model	- PIPER PA-25-260	Eng Make/Model	- LYCOMING O-540-G1A5	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 260 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	AGUADILLA, PR	
Wind Dir/Speed	- 070/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 2700 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 3	Make/Model- 190	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON 9/4/83, THE PLT TOOK OFF FROM ARECIBO, PR ON A FLT OF APRX 26 MI TO AGUADILLA, PR. WHILE EN ROUTE, THE ENG LOST POWER FROM FUEL EXHAUSTION & THE PLT MADE A SUCCESSFUL FORCED LANDING ON A FARM AT QUEBRADILLAS, PR. THE ACFT WAS REFUELED, BUT DURING TAKEOFF THE NEXT DAY, IT COLLIDED WITH A TREE, THEN WENT OVER A CLIFF & CRASHED ON THE BEACH BELOW. ACCORDING TO THE PLT, HE WAS EMPLOYED BY THE COMPANY THAT OWNED THE ACFT & HAD RECOMMENDED THAT THE ACFT BE TRANSPORTED TO THE NEAREST ARPT BY A TRAILER, BUT THE PRESIDENT OF THE COMPANY REFUSED TO ACCEPT THIS PROPOSAL. THE PLT THEN DECIDED TO TAKEOFF FROM THE FARM. THE SUBSTANCE OF THE OWNER'S ACCOUNT WAS THAT THE PLT HAD ORIGINALLY FLOWN THE PLANE WITHOUT PROPER AUTHORIZATION & KNOWING THAT ONLY 5 GAL OF FUEL WAS ON BOARD.

Brief of Accident (Continued)

File No. - 1527

9/05/83

QUEBRADILLAS, PR

A/C Reg. No. N8576L

Time (Lc1) - 1242 EST

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

Finding(s)

1. UNSAFE/HAZARDOUS CONDITION - NOT UNDERSTOOD - COMPANY/OPERATOR MGMT
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER DECISION, COMPANY-INDUCED PRESSURE - PILOT IN COMMAND
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 5. 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) 2,4

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. - 1416

5/12/83

CHERAW, SC

A/C Reg. No. N21991

Time (Lcl) - 1615 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

2

0

Injuries

Serious

0

0

Minor

0

0

None

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-UNK/NR
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 250/035 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OVERCAST
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 Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

CHERAW
Runway Ident - 25
Runway Lth/Wid - 3400/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 50

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 - 5500
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 STUDENT WAS ON HIS 5TH DUAL INSTRUCTIONAL FLT & WAS PRACTICING LANDINGS WITH HIS INSTRUCTOR. THEY HAD COMPLETED 3 OR 4 LANDINGS & WERE IN THE TRAFFIC PATTERN FOR ANOTHER WHEN AN INTENSE THUNDERSTORM CLOUD MOVED OVER THE ARPT. A PLT/WITNESS STATED THAT A HI WIND DEVELOPED & WAS BLOWING DOWN RWY 25, ON WHICH THE AIRCREW WERE PRACTICING LANDINGS. AS THE ACFT WAS ROCKED BY THE WIND, THE AIRCREW APPLIED POWER & INITIATED A GO-AROUND. REPORTEDLY, AIRCREW APPLIED FULL POWER, BUT THE ACFT COULD NOT GAIN ALT & SKIMMED ALONG THE RWY AT AN ESTIMATED 30 TO 50 FT. ABOUT HALFWAY DOWN THE RWY, IT ENTERED A SHALLOW LEFT TURN, THEN FELL NOSE DOWN, CRASHED & BURNED. NO EVIDENCE OF A PREIMPACT, MECHANICAL MALFUNCTION OR FAILURE WAS FOUND. THE FLAP JACKSCREW WAS FOUND IN A POSITION THAT CORRESPONDED TO ABOUT 20 DEG OF FLAPS.

Brief of Accident (Continued)

File No. - 1416

5/12/83

CHERAW, SC

A/C Reg. No. N21991

Time (Lc1) - 1615 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND(CFI)
 2. WEATHER CONDITION - THUNDERSTORM
 3. WEATHER CONDITION - RAIN
 4. WEATHER CONDITION - UNFAVORABLE WIND
 5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND(CFI)
-

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

Finding(s)

6. STALL - UNCONTROLLED - PILOT IN COMMAND(CFI)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
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) 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. - 1532 5/26/83 FLORENCE, SC A/C Reg. No. N4395V Time (Lc1) - 1250 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
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	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 R-755-A2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 300 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - 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- 140/006 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - THIN BKN
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LUMBERTON, NC
Destination
FLORENCE, SC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - UNK/NR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FLORENCE CITY COUNTY
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, COMMERCIAL
SE LAND, ME LAND

Age - 53
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 10250	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

-----Narrative-----

ACCORDING TO THE PLT, THE ENG LOST POWER ABOUT 3 MI FROM THE ARPT AFTER HE SWITCHED FROM THE RIGHT TO THE LEFT FUEL TANK. HE REPORTED THAT HE SWITCHED THE BOOST PUMP TO THE "HIGH" POSITION, BUT WAS UNABLE TO RESTART THE ENG. HE ESTIMATED THERE WAS 5 TO 7 GAL OF FUEL IN THE RIGHT MAIN FUEL TANK & APRX 12 GAL IN THE LEFT TANK. DURING A LANDING IN A PLOWED FIELD, THE ACFT NOSED OVER. THE PERSON THAT RECOVERED THE ACFT FOUND NO FUEL IN THE TANKS, NOTED NO STRONG FUEL ODOR & SAW NO FUEL STAINS OR OTHER INDICATIONS OF SPILLED FUEL AROUND THE ACFT.

Brief of Accident (Continued)

File No. - 1532

5/26/83

FLORENCE, SC

A/C Reg. No. N4395V

Time (Lcl) - 1250 EDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1451 7/12/83 N. MYRTLE BEACH, SC A/C Reg. No. N5172G Time (Lcl) - 1429 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BANNER TOW
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

-----Aircraft Information-----

Make/Model - CESSNA 305A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 213 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 140/007 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
N. MYRTLE BEACH, SC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - 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 - 27
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 600
Make/Model- 200
Instrument- 36
Multi-Eng - 7
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STALLED INTO AN INLAND WATERWAY SHORTLY AFTER TAKEOFF FOR A BANNER TOWING FLT. THE PILOT REPORTED HE HAD JUST REFUELED AND MADE A TAKEOFF. HE WAS ON THE CROSSWIND LEG OF THE TRAFFIC PATTERN WHEN THE ACCIDENT HAPPENED. HE STATED THAT HE ENCOUNTERED TURBULENCE AND A SEVERE DOWNDRAFT WHICH MADE IT IMPOSSIBLE TO CLIMB EVEN AT FULL POWER. HOWEVER A WITNESS STATED THAT THE ACFT JUST MADE A LOW PASS OVER A SIGN ON THE RIGHT SIDE OF RWY 23. AFTER THE LOW PASS THE ACFT MADE A SHARP TURN AT 50 TO 75 FT AGL AND STALLED INTO THE WATER. WINDS WERE REPORTED 7-11 KTS BETWEEN 1750 AND 1858 HRS. NO GUSTS OR TURBULENCE WERE NOTED ON THE WEATHER REPORTS.

Brief of Accident (Continued)

File No. - 1451

7/12/83

N. MYRTLE BEACH, SC

A/C Reg. No. N5172G

Time (Lc1) - 1429 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRCRAFT PERFORMANCE, TURN CAPABILITY - EXCEEDED
 2. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY
-

-----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. - 1534 7/29/83 SUMMERVILLE, SC

A/C Reg. No. N9419F

Time (Lcl) - 1345 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire

NONE

Crew

0

0

0

1

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - HUGHES 269B

Landing Gear - SKID

Max Gross Wt - 1670

No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-A1A

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 180 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed - 360/006 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision - NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SUMMERVILLE, SC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - SIMULATED FORCED LNDG

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND

HELICOPTER

Age - 54

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 13120

Make/Model - 990

Instrument - 25

Multi-Eng - 15

Last 24 Hrs - 2

Last 30 Days - UNK/NR

Last 90 Days - 60

Rotorcraft - 990

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS BEING USED IN CONTROLLED BURNING OF TIMBERLAND. WHILE BEING OPERATED AT AN ALT OF APRX 20 FT OVER WIND ROWS OF ORGANIC MATERIAL, THERE WAS A PARTIAL LOSS OF ENG POWER. THE PLT STATED THAT HE WAS UNABLE TO MAINTAIN A HOVER, SO HE LANDED ON THE ROUGH TERRAIN. AFTER TOUCHDOWN, THE HELICOPTER ROLLED OVER & THE MAIN ROTOR BLADES CONTACTED THE GROUND, DURING AN EXAM OF THE ENG, ALL 8 SPARK PLUGS WERE FOUND WITH EVIDENCE OF LEAD FOULING. IN THE #4 CYLINDER, THE ELECTRODES OF THE BOTTOM PLUG WAS COMPLETELY BRIDGED WITH LEAD. THE PLT STATED THAT THE TOP PLUG IN THAT CYLINDER WAS DIRTY WITH CARBON.

Brief of Accident (Continued)

File No. - 1534

7/29/83

SUMMERVILLE, SC

A/C Reg. No. N9419F

Time (Lc1) - 1345 EDT

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

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - LEADED PLUGS
 2. IGNITION SYSTEM, SPARK PLUG - OTHER
-

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

Occurrence #3 ROLL 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. - 1457 8/22/83 RIDGELAND, SC A/C Reg. No. N2531U Time (Lcl) - 1650 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	2	2

-----Aircraft Information-----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A4M
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

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

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 190/005 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point KISSIMMEE, FL
Destination SAME AS ACC/INC
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT
Airport Data
RIDGELAND MUNI.
Runway Ident - 21
Runway Lth/Wid - 3100/ 70
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

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

Age - 25
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 135 Last 24 Hrs - 3
Make/Model - 17 Last 30 Days - UNK/NR
Instrument - 4 Last 90 Days - 19

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT OVERRAN THE RWY AND COLLIDED WITH A DITCH DURING LANDING. THE WEATHER WAS VMC WITH THE WINDS LIGHT AND VARIABLE THE PILOT SAID HE FOUND HIMSELF HIGH AS HE CROSSED THE RWY THRESHOLD. THE ACFT REPORTEDLY FLOATED BEFORE TOUCHDOWN. THE PILOT USED MAXIMUM BRAKING AFTER LANDING BUT WAS UNABLE TO STOP. THE PILOT REPORTEDLY TOLD THE ARPT MGR THAT THERE WAS NOTHING WRONG WITH THE AIRPLANE BUT HE MISJUDGED THE APPROACH AND OVERSHOT THE RWY.

Brief of Accident (Continued)

File No. - 1457

8/22/83

RIDGELAND, SC

A/C Reg. No. N2531U

Time (Lcl) - 1650 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - NOT SELECTED - PILOT IN COMMAND
 4. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH
-

-----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. - 1520

9/07/83

ESTILL, SC

A/C Reg. No. N4698

Time (Lcl) - 1822 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Injuries

Type of Operation -AERIAL APPLICATION

DESTROYED

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 137

Fire

Crew

0

0

0

1

Accident Occurred During -LANDING

NONE

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A

Eng Make/Model - P&W R-1340-AN1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - UNK/NR

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

-----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 - 15.0 SM

Lowest Sky/Clouds - SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ESTILL, SC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Age - 43

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,CFI

Current - YES

Total - 12000

Last 24 Hrs - 1

SE LAND,ME LAND

Months Since - 22

Make/Model- 1600

Last 30 Days- UNK/NR

Aircraft Type - C-172

Instrument- UNK/NR

Last 90 Days- 150

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A SWATH RUN, THE ACFT BEGAN TO LOSE POWER, SO THE PLT ABORTED THE MISSION & STARTED BACK TO THE ARPT TO LAND. HOWEVER, BEFORE REACHING THE ARPT, THE ENG QUIT RUNNING & THE PLT LANDED IN A FIELD. DURING THE LANDING, THE ACFT WAS EXTENSIVELY DAMAGED. AN INVESTIGATION REVEALED THAT THE OIL RING ON THE # 3 PISTON WAS BROKEN, BUT THE RING WAS STILL IN THE PISTON GROOVE & THERE WAS NO DAMAGE NOTED TO THE PISTON LAND OR CYLINDER WALL. A PARTIAL DISASSEMBLY OF THE CARBURETOR REVEALED THERE WAS APRX 2 OUNCES OF FLUID IN THE BOWL. APPRX 1/4 OF THE FLUID WAS WATER. EXCEPT FOR SOME SOOT ON THE SPARK PLUGS, NO OTHER DISCREPANCIES OF THE ENG WERE FOUND.

Brief of Accident (Continued)

File No. - 1520

9/07/83

ESTILL, SC

A/C Reg. No. N4698

Time (Lc1) - 1822 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

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 TERRAIN
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. - 1550

10/01/83

COLUMBIA, SC

A/C Reg. No. N53445

Time (Lc1) - 1115 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - TAKEOFF

Fire
NONE

-----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/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 080/004 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

COLUMBIA METRO

Runway Ident - 11

Runway Lth/Wid - 8600/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 39

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 - 18 Last 24 Hrs - 2

Make/Model- 18 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 18

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE STUDENT PLT REPORTED HE WAS PRACTICING TOUCH-AND-GO TAKEOFFS & LANDINGS ON RWY 11. WHILE ROLLING AFTER THE 4TH LANDING, POWER WAS APPLIED FOR TAKEOFF. AT ABOUT THAT TIME, THE ACFT VEERED TO THE LEFT & RAN OFF THE RWY. SUBSEQUENTLY, IT STRUCK A DRAINAGE DITCH & THE NOSE GEAR FAILED. THE ACFT BECAME AIRBORNE MOMENTARILY, TOUCHED DOWN & NOSED OVER.

Brief of Accident (Continued)

File No. - 1550

10/01/83

COLUMBIA, SC

A/C Reg. No. N53445

Time (Lcl) - 1115 EDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
 2. GO-AROUND - INITIATED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

6. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #4 NOSE OVER
Phase of Operation TAKEOFF

-----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) 1,2,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1583

8/10/83

JAMESTOWN, TN

A/C Reg. No. N4552T

Time (Lc1) - 1615 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-140

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1950

No. of Seats - 4

Eng Make/Model - LYCOMING O-340

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - PARTIAL, LMTD BY PILOT

Basic Weather - VMC

Wind Dir/Speed- 270

Visibility - 4.000 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

JAMESTOWN MUNI.

Runway Ident - 36

Runway Lth/Wid - 3500/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI, STUDENT

SE LAND

HELICOPTER

Age - 47

Biennial Flight Review

Current - YES

Months Since - 24

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 12000

Make/Model- 200

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 45

Rotorcraft - 12500

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT CRASHED IN TREES DURING A FORCED LANDING AFTER TAKEOFF. THE PILOT SAID THAT DURING CLIMBOUT THE ENGINE FAILED TO DEVELOP FULL POWER. THE PILOT REPORTED THAT THE CARBURETOR HEAT CONTROL WAS IN THE COLD POSITION. THE PILOT ELECTED TO LAND STRAIGHT AHEAD. THE POST ACCIDENT EXAMINATION FAILED TO REVEAL ANY MALFUNCTIONS OR FAILURES IN MATERIAL. THE TEMPERATURE WAS REPORTED AS 91 DEGREES F AND THE DEW POINT AS 65 DEGREES F.

Brief of Accident (Continued)

File No. - 1583

8/10/83

JAMESTOWN, TN

A/C Reg. No. N4552T

Time (Lcl) - 1615 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
-

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)

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

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. - 1533 4/18/83 SPICEWOOD, TX

A/C Reg. No. N2860N

Time (Lcl) - 1650 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	2

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

-----Aircraft Information-----

Make/Model - NONE NONE
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 080/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AUSTIN, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

WINDERMERE GLIDERPORT
Runway Ident - 35
Runway Lth/Wid - 3000/ 30
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

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

Total	- 1038	Last 24 Hrs	- UNK/NR
Make/Model-	59	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	24

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON THE LANDING ROLL, THE BRAKES FAILED & THE PLT WAS UNABLE TO STOP ON THE REMAINING RWY. SUBSEQUENTLY, THE ACFT HIT A METAL LIGHT POLE, THE NOSE GEAR WAS DAMAGED WHEN IT HIT A HOLE & THE LEFT WING STRUCK TREES. AN EXAM OF THE BRAKES REVEALED THAT THE LEFT BRAKE LININGS WERE WORN COMPLETELY AWAY, ALLOWING THE O-RING SEAL TO BE EXPOSED & FLUID TO ESCAPE. ALSO, THE RIGHT BRAKE HAD EXCESSIVE WEAR. THE ACFT WAS EQUIPPED WITH LARGE WHEEL PANTS WHICH WOULD HAVE MADE THE BRAKE SYS HARD TO SEE DURING A PREFLT INSPECTION.

Brief of Accident (Continued)

File No. - 1533

4/18/83

SPICEWOOD, TX

A/C Reg. No. N2860N

Time (Lcl) - 1650 CST

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE -
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 4. ELECTRICAL SYSTEM, BATTERY - LEAK
 5. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
-

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

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

Finding(s)

6. OBJECT - UTILITY POLE
 7. OBJECT - TREE(S)
-

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

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

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. - 1559 8/30/83 EAST BERNARD, TX A/C Reg. No. N48687 Time (Lcl) - 1915 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew 0	0	1	0
Flight Conducted Under	-14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- GRUMMAN G-164B	Eng Make/Model	- P&W R-985-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 450 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 180/002 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRSTRIP</p> <p>Airport Data</p> <p>ROSE PRIVATE</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 1800 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 22</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 7807</td> <td>Last 24 Hrs - 8</td> </tr> <tr> <td>Make/Model - 1900</td> <td>Last 30 Days - UNK/NR</td> </tr> <tr> <td>Instrument - UNK/NR</td> <td>Last 90 Days - 200</td> </tr> <tr> <td>Multi-Eng - 200</td> <td>Rotorcraft - UNK/NR</td> </tr> </table>	Total - 7807	Last 24 Hrs - 8	Make/Model - 1900	Last 30 Days - UNK/NR	Instrument - UNK/NR	Last 90 Days - 200	Multi-Eng - 200	Rotorcraft - UNK/NR
Total - 7807	Last 24 Hrs - 8									
Make/Model - 1900	Last 30 Days - UNK/NR									
Instrument - UNK/NR	Last 90 Days - 200									
Multi-Eng - 200	Rotorcraft - UNK/NR									

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ENG HAD A PARTIAL LOSS OF POWER AFTER THE ACFT LIFTED OFF. THE PLT REPORTED THAT HE DUMPED HIS LOAD OF DEFOLIANT, BUT THE ACFT WOULD NOT CLIMB. SUBSEQUENTLY, IT SETTLED & COLLIDED WITH BRUSH & TREES. THE PLT ATTRIBUTED THE POWER LOSS TO A FAILED BLOWER.

Brief of Accident (Continued)

File No. - 1559

8/30/83

EAST BERNARD, TX

A/C Reg. No. N48687

Time (Lcl) - 1915 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, BLOWER/IMPELLER - FAILURE, TOTAL
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
 3. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
 4. TERRAIN CONDITION - HIGH VEGETATION
 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

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. - 1491 12/21/83 BELLVILLE, TX A/C Reg. No. N82243 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

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

-----Aircraft Information-----

Make/Model - AERONCA 7DC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1300
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/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAN ANGELO, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

GRAWUNDER
Runway Ident - 15
Runway Lth/Wid - 2480/ 30
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 - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 376
Make/Model- 48
Instrument- 27
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 69

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE LANDED "A LITTLE LONG & A LITTLE FAST." THE ACFT THEN DRIFTED OFF THE PAVED RWY INTO GRASS & SOFT TERRAIN. THE RIGHT WHEEL DUG INTO THE GROUND & THE ACFT NOSED OVER ONTO ITS BACK AT THE LINE OF RWY LIGHTS.

Brief of Accident (Continued)

File No. - 1491

12/21/83

BELLVILLE, TX

A/C Reg. No. N82243

Time (Lc1) - 1810 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. AIRSPEED - CONTINUED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1480 4/11/83 SALT LAKE CITY,UT A/C Reg. No. N5759D Time (Lcl) - 0545 MST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	DESTROYED						
Type of Operation	-POSITIONING	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 91	NONE	Pass	1	0	0	0	0
Accident Occurred During	-TAKEOFF			0	0	0	0	0

-----Aircraft Information-----

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT		
No. of Seats	- 7	Rated Power	- 435 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	LOCAL	
Wind Dir/Speed- 320/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 500 FT THIN BKN	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1100 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN SHOWERS		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1753	Last 24 Hrs - 0
SE LAND, ME LAND	Months Since - 8	Make/Model- 89	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 255	Last 90 Days- 61
			Rotorcraft - 1753

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER COLLIDED WITH THE SIDE OF A MOUNTAIN DURING A TURN AFTER DEPARTING FROM A HOSPITAL HELIPAD WHILE ON AN EMERGENCY MEDICAL FLT TO PICK UP A MEDICAL TEAM TO CARE FOR A CRITICALLY ILL CHILD. THE PLT WAS NOTIFIED AT 0510 BY HIS DISPATCHER. AFTER CHECKING WX, THE PLT CALLED BACK & SAID IF THEY WANT TO TRY IT THERE WOULD BE NO GUARANTEE. THE DISPATCHER RELAYED THAT THEY (MEDICAL CENTER) INDICATED A GREAT NEED TO GO. PRIOR TO DEPARTING THE PLT WAS HEARD TO SAY "I FEEL REALLY UNCOMFORTABLE ABOUT THIS FLIGHT." THE WITNESS STATED THE PLT HAD BEEN ROTATING (ROTORS) OUTSIDE A LONG TIME & WOULD LIFT OFF THE PAD & THEN SET IT BACK DOWN. FROM 0700 ON 5/7 TO 0545 ON 5/11, THE PLT WAS EITHER ON DUTY WITH THE NAT'L GUARD, HOSPITAL, FLYING, OR GOING TO SCHOOL FOR A TOTAL OF ABOUT 74 HRS DURING A PERIOD OF ABOUT 95 HRS. HIS AVERAGE REST DURING THIS PERIOD WOULD HAVE BEEN ABOUT 5 HRS. THE ALTIMETER SETTING GIVEN TO THE PLT BY APPROACH CONTROL WAS 29.69. THE PLT'S ALT WAS FOUND SET AT 29.80, WHICH WOULD CAUSE THE ACFT TO BE 100 FT LOWER THAN INDICATED.

Brief of Accident (Continued)

File No. - 1480

4/11/83

SALT LAKE CITY,UT

A/C Reg. No. N5759D

Time (Lcl) - 0545 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
5. IMPROPER DECISION, MOTIVATION - PILOT IN COMMAND
6. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
7. IMPROPER DECISION, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

8. ALTIMETER SETTING - IMPROPER - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE (FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND
10. LIGHT CONDITION - DARK NIGHT
11. TERRAIN CONDITION - MOUNTAINOUS/HILLY
12. ALTITUDE - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7,8,9,12

Factor(s) relating to this accident is/are finding(s) 1,2,3,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1466

5/29/83

DELTA,UT

A/C Reg. No. N6651Z

Time (Lcl) - 0645 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 91D

Accident Occurred During -MANEUVERING

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-25-235

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2900

No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2B5

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 235 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----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

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2400

Make/Model- 800

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 3

Last 30 Days- 30

Last 90 Days- 65

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TWO POWER LINES ON A CLEAN UP SWATH RUN. THE ACFT ROLLED INVERTED AND STRUCK THE GROUND. THE FIELD BEING SPRAYED WAS BORDERED ON THE NORTH BY HIGHLY VISIBLE WIRES. THE WIRES THAT RAN ALONG THE EAST SIDE WERE NOT SO VISIBLE. THERE WAS ONE SPAN FROM EAST TO NORTH THAT WAS LONGER THAN USUAL MAKING THE WIRES STILL LESS APPARENT. WHILE FLYING SE THE ACFT STRUCK THE TWO WIRES IN THIS SPAN. ONE WIRE BROKE THE WINDSHIELD OF THE ACFT AND THE OTHER BECAME ENTANGLED IN THE LANDING GEAR. THE ACFT LOST AIRSPEED AND ROLLED INVERTED AS IT CONTINUED FORWARD AND DOWN.

Brief of Accident (Continued)

File No. - 1466

5/29/83

DELTA,UT

A/C Reg. No. N6651Z

Time (Lc1) - 0645 MDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

-----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. - 1447 7/22/83 BRYCE CANYON,UT A/C Reg. No. N9403G Time (Lc1) - 1130 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA U206E	Eng Make/Model - CONTINENTAL IO-520-F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 090/008 KTS</p> <p>Visibility - 2.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 300 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>LAS VEGAS,NV</p> <p>Destination</p> <p>ALBUQUERQUE,NM</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p>UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - 206E</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 374</p> <p>Make/Model- 74</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 51</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT WHILE ENROUTE TO ALBUQUERQUE FROM LAS VEGAS HE ENCOUNTERED DETERIORATING WEATHER THAT HE COULD NOT GET AROUND HE TRIED TO CLIMB OVER IT BUT WAS UNABLE. ONCE CLEAR OF CLOUD HE DESCENDED TRYING TO GET BACK TO BRYCE CANYON. AS THE CEILING LOWERED HE BEGAN TO LOOK FOR A PLACE TO LAND. THE RAIN CONTINUED AND HE WAS FORCED TO LAND IMMEDIATELY IN A FIELD. AFTER TOUCHDOWN THE AIRCRAFT STRUCK A RUT AND WENT INTO ROUGHER TERRAIN. THE AIRCRAFT THEN STRUCK A MOUNTAIN OF DIRT AND ROCKS SHEARING THE NOSE WHEEL OFF, STANDING THE AIRPLANE ON END, TIPPING OVER TO HIT THE LEFT WING AND FALLING BACK ON THE MAIN GEAR. ACCORDING TO THE FSS SPECIALIST THE PILOT WAS ADVISED OF DETERIORATING WEATHER ALONG THE MOUNTAINS IN EASTERN AND SOUTHERN UTAH (VICINITY OF BRYCE CANYON).

Brief of Accident (Continued)

File No. - 1447

7/22/83

BRYCE CANYON,UT

A/C Reg. No. N9403G

Time (Lc1) - 1130 MDT

Occurrence #1 FORCED LANDING
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
7. JUDGEMENT - POOR - PILOT IN COMMAND
8. LANDING GEAR, NOSE GEAR - SEPARATION

-----Probable Cause-----

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1571 9/13/83 SPANISH FORK, UT A/C Reg. No. N4415V Time (Lcl) - 1930 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - WORMLEY WIZARD/T-38	Eng Make/Model - ROTAX 503	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 27 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SPANISH FORK
Wind Dir/Speed- 350/006 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 245
SE LAND	Months Since - 6	Make/Model- 38
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 140

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AFTER A STALL AT ABOUT 75 FT AFL DURING TAKEOFF. THE PILOT STATED THAT HE TOOK OFF ON RUNWAY 30 AFTER A GROUND ROLL OF ABOUT 200 FT, STARTED TO CLIMB, AND AT ABOUT 75 FT NOTICED HE WAS FLYING TOO SLOW, HE FELT A BUFFET AND PUSHED AND STICK FORWARD AND REDUCED POWER TO PREVENT A POWER ON STALL. THE AIRCRAFT FELL TO THE GROUND AT ABOUT 4 DEG NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 1571

9/13/83

SPANISH FORK, UT

A/C Reg. No. N4415V

Time (Lc1) - 1930 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 3. PROPER CLIMB RATE - NOT FOLLOWED - 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1505 3/27/83 ROANOKE, VA A/C Reg. No. N5885V Time (Lc1) - 1154 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries	
	Fire	Crew 1	Serious 0	Minor 0
Type of Operation -PERSONAL	NONE	Pass 4	0	0
Flight Conducted Under -14 CFR 91				
Accident Occurred During -MANEUVERING				

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TS10-360-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PAINESVILLE, OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ROANOKE, VA	ROANOKE MUNI.
Wind Dir/Speed- 280/003 KTS		Runway Ident - 05
Visibility - 2.000 SM	ATC/Airspace	Runway Lth/Wid - 5904/ 150
Lowest Sky/Clouds - 200 FT THIN BKN	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 400 FT OVERCAST	Type of Clearance - IFR	Runway Status - WET
Obstructions to Vision- FOG	Type Apch/Lndg - LDA	
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1036
SE LAND, ME LAND	Months Since - 3	Make/Model- 102
	Aircraft Type - PA-34	Instrument- 77
		Multi-Eng - 102
		Last 24 Hrs - UNK/NR
		Last 30 Days- 18
		Last 90 Days- 52

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A X-COUNTRY FROM BUFFALO, NY TO NEW PORT RICHEY, FL. THE PLT MADE AN EN ROUTE STOP AT PAINESVILLE, OH, THEN PROCEEDED TOWARD GREENSBORO, NC. WHILE EN ROUTE, HE ELECTED TO LAND AT ROANOKE, VA BECAUSE HIS FUEL WOULD BE LOW IF HE CONTINUED TO GREENSBORO. AT ROANOKE, THE PLT BEGAN THE LDA APPROACH TO RWY 05. THE WEATHER WAS REPORTED, IN PART, AS: 200 FT BROKEN, 400 FT OVERCAST, VISIBILITY 2 MI WITH LIGHT RAIN & FOG. THE MINIMUMS FOR THE PRECISION APPROACH WAS 400 FT CEILING & 1 MI VISIBILITY. AT 1152:37, THE PLT HAD BEGUN A MISSED APPROACH. SHORTLY AFTER THAT, HE WAS ADVISED HE WAS FLYING TOWARD HIGH TERRAIN & WAS PROVIDED VECTORS. A SHORT TIME LATER, THE RADAR CONTROLLER NOTED THAT THE ACFT DESCENDED FROM 2800 TO 1800 FT, THEN RADAR CONTACT WAS LOST. A WITNESS SAW THE ACFT MANEUVERING AT 75 TO 100 FT AGL, JUST BEFORE IT IMPACTED A TREE & A TV TRANSMISSION LINE. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT MALFUNCTION OR FAILURE. AN ESTIMATION OF FUEL COMPUTATION INDICATED ONLY ABOUT 23 GAL WOULD BE REMAINING.

Brief of Accident (Continued)

File No. - 1505

3/27/83

ROANOKE, VA

A/C Reg. No. N5885V

Time (Lcl) - 1154 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - BELOW APPROACH MINIMUMS

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

6. MISSED APPROACH - PERFORMED - PILOT IN COMMAND
7. FLUID, FUEL - LOW LEVEL
8. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
9. OBJECT - TREE(S)
10. PROPER ALTITUDE - 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) 1,10

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1450 7/16/83 ORANGE CITY,VA A/C Reg. No. N5262N Time (Lcl) - 1118 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

Crew
Pass

Fatal	Injuries			None
	Serious	Minor		
0	0	0	1	
0	0	0	3	

-----Aircraft Information-----

Make/Model - CESSNA 182Q
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2220
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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/015 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CULPEPPER,VA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ORANGE COUNTY
Runway Ident - 25
Runway Lth/Wid - 2300/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate -

Flight Time (Hours)

Total - 275	Last 24 Hrs - UNK/NR
Make/Model- 15	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT WINDS WERE CROSSING THE RUNWAY AT ABOUT 15 KNOTS DURING THE APPROACH. THE ACFT TOUCHED DOWN LONG AND HE WAS UNABLE TO STOP THE ACFT BEFORE RUNNING OFF THE END OF THE RUNWAY. THE ACFT COLLIDED WITH A TREE.

Brief of Accident (Continued)

File No. - 1450

7/16/83

ORANGE CITY, VA

A/C Reg. No. N5262N

Time (Lcl) - 1118 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1593 10/14/83 TOPPING, VA

A/C Reg. No. N5234M

Time (Lcl) - 1910 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	1

-----Aircraft Information-----

Make/Model - BEECH B-23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-4AK
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 300/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 15000 FT
Lowest Ceiling - 15000 FT OVERCAST
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
GREENSBORO, NC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HUMMEL
Runway Ident - 18
Runway Lth/Wid - 2500/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

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

Age - 31
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - B-23

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

Total	- 118	Last 24 Hrs	- UNK/NR
Make/Model	- 63	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT OVERRAN THE DEPARTURE END OF THE RWY AND COLLIDED WITH A DITCH DURING LANDING. THE WEATHER WAS VMC. ACCORDING TO THE PILOT 2 GO-AROUNDS HAD BEEN MADE BECAUSE THE ACFT WAS HIGH. ON THE 3RD APPROACH A TOUCHDOWN WAS MADE ABOUT 1/2 WAY DOWN THE 2500 FT RWY. THE PILOT THOUGHT SHE COULD STOP SO SHE RETRACTED THE FLAPS AND USED THE BRAKES. THE ACFT DID NOT STOP AND THE COLLISION WITH A DITCH FAILED THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 1593

10/14/83

TOPPING,VA

A/C Reg. No. N5234M

Time (Lc1) - 1910 EDT

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

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

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 ASSEMBLY - 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) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1568 9/23/83 EASTSOUND,WA A/C Reg. No. N1251L Time (Lc1) - 1610 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	1	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - LAKE AIRCRAFT LA-4-200	Eng Make/Model - LYCOMING IO-260-A1B	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SNOHOMISH,WA	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4800
SE LAND,ME LAND,SE SEA	Months Since - 7	Make/Model- 255
	Aircraft Type - UNK/NR	Instrument- 75
		Multi-eng - 0
		Last 24 Hrs - 2
		Last 30 Days- 8
		Last 90 Days- 49
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GLASSY WATER DURING A LOW ALT MANEUVER. THE ACFT WAS OBSERVED BY WITNESSES TO DESCEND FROM ABOUT 100 FT IN A FLAT ATTITUDE, TOUCH DOWN, SKIM ALONG THE WATER THEN THE NOSE PITCHED DOWN AND THE ACFT NOSED OVER. THE OCCUPANTS WERE RECOVERED BY A SAILBOAT. ONE OF THE 3 SURVIVED. THE ACFT FLOATED A WHILE AND THEN SANK IN 240 FT OF WATER. THERE WERE CONSIDERABLE BIRD FEATHERS AMONG THE WRECKAGE DEBRIS. ATTEMPTS TO LOCATE AND RAISE THE ACFT WERE UNSUCCESSFUL.

Brief of Accident (Continued)

File No. - 1568

9/23/83

EASTSOUND,WA

A/C Reg. No. N1251L

Time (Lc1) - 1610 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. CLEARANCE - INADEQUATE - PILOT IN COMMAND
4. ALTITUDE - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1425 10/28/83 BELFAIR,WA A/C Reg. No. N94282 Time (Lcl) - 2112 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	DESTROYED		Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA C-152-II	Eng Make/Model - LYCOMING O-235-N2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	BREMERTON NATIONAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 19
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6200/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 350 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 69
SE LAND	Months Since - 4	Last 24 Hrs - 0
	Aircraft Type - PA-28	Make/Model- 5
		Last 30 Days- 1
		Instrument- 1
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT ORIGINATED AT APRX 2100 HRS. THE PILOT SAID HIS INTENTION WERE TO REMAIN IN THE TRAFFIC PATTERN AND PRACTICE TOUCH AND GO LANDINGS. THE AIRCRAFT CRASHED 1 MILE SOUTH OF THE AIRPORT.

Brief of Accident (Continued)

File No. - 1425

10/28/83

BELFAIR,WA

A/C Reg. No. N94282

Time (Lc1) - 2112 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - FOG
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
 4. WEATHER CONDITION - LOW CEILING
 5. JUDGEMENT - POOR - PILOT IN COMMAND
 6. LIGHT CONDITION - DARK NIGHT
 7. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
-

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

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) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1424 4/21/83 MIDDLETON,WI A/C Reg. No. N2444N Time (Lc1) - 1145 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

0

Pass

0

Serious

0

Minor

0

None

2

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

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

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 300/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 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 Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

MOREY
Runway Ident - 31
Runway Lth/Wid - 2975/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2971 Last 24 Hrs - 6
Make/Model- 2000 Last 30 Days- UNK/NR
Instrument- 303 Last 90 Days- 190
Multi-Eng - 171

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE INSTRUCTOR PILOT THE STUDENT DID NOT RELEASE ENOUGH BACK PRESSURE OR USE ENOUGH RIGHT RUDDER AFTER THE ACFT BECAME AIRBORNE. THE ACFT DRIFTED LEFT AND WAS GOING TO STALL. THE INSTRUCTOR TOOK OVER AND LANDED THE ACFT. THE LEFT MAIN GEAR CAME DOWN APRX 1 FOOT OFF THE LEFT SIDE OF THE ASPHALT. THE DRAG WAS GREAT ENOUGH TO PULL THE ACFT TO THE LEFT AS IT WAS DECELERATING. THE ENGINE GEAR SHEARED OFF IN THE SOFT GROUND AND THE ACFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1424

4/21/83

MIDDLETON,WI

A/C Reg. No. N2444N

Time (Lcl) - 1145 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
2. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - GROUND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - FLIGHT INSTRUCTOR(ON GROUND)
6. TERRAIN CONDITION - SOFT

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1575 10/30/83 LA CROSSE,WI A/C Reg. No. N23183 Time (Lcl) - 1420 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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	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 - YES/NO
Stall Warning System - YES

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MADISON,WI
Destination
LA CROSSE,WI

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

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 - 27
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 - 37 Last 24 Hrs - UNK/NR
Make/Model- 15 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DITCHED IN LAKE ONALASKA AFTER THE ENGINE QUIT ABOUT 1 MILE SHORT OF DESTINATION. AFTER THE ACCIDENT THE ACFT WAS PULLED FROM THE LAKE AND EXAMINED. THE 3 FAA INSPECTORS WHO EXAMINED THE ACFT VERIFIED THAT THERE WAS NOT ENOUGH FUEL IN THE ACFT TO OPERATE THE ENGINE. ALSO THERE WAS NO EVIDENCE OF MECHANICAL FAILURE. THE PILOT SAID HE SHOULD NOT HAVE RELIED SO MUCH ON THE FUEL GAUGES AND A NEWLY OVERHAULED ENGINE HAS AN UNKNOWN RATE OF FUEL CONSUMPTION.

Brief of Accident (Continued)

File No. - 1575

10/30/83

LA CROSSE, WI

A/C Reg. No. N23183

Time (Lc1) - 1420 CST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 3. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 DITCHING
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) 2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1547 8/30/83 MIDDLEBOURNE,WV A/C Reg. No. N5331T Time (Lc1) - 1250 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Grew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172E	Eng Make/Model - CONTINENTAL D-300-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	JEANETTE,PA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	HUNTINGTON,WV	Runway Ident - N/A
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 191
SE LAND	Months Since - 3	Make/Model- 126
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT EN ROUTE, THE ENG BEGAN TO RUN ROUGH. REPORTEDLY, HE APPLIED CARBURETOR HEAT, FULL RICH MIXTURE & FULL THROTTLE, BUT WAS UNABLE TO SIGNIFICANTLY INCREASE THE POWER. HE CIRCLED FOR A SHORT TIME, THEN MADE AN EMERGENCY LANDING. AN EXAM OF THE ENG REVEALED SOOTED SPARK PLUGS & OIL FOULING OF THE #2 & #4 LOWER SPARK PLUGS. NO APPARENT MECHANICAL FAILURE OR MALFUNCTION WAS VERIFIED. THE TEMP & DEW POINT WERE 87 & 67 DEG, RESPECTIVELY. DAMAGE HAD OCCURRED DURING THE LANDING ROLL WHEN THE ACFT ENCOUNTERED A GULLEY.

Brief of Accident (Continued)

File No. - 1547

8/30/83

MIDDLEBOURNE,WV

A/C Reg. No. N5331T

Time (Lc1) - 1250 EDT

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 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. - 1565 10/02/83 PARKERSBURG,WV A/C Reg. No. N63666 Time (Lcl) - 2210 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA C-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds -
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PARKERSBURG,WV
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

PARKERSBURG
Runway Ident - 10
Runway Lth/Wid - 4400/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3300 Last 24 Hrs - 2
Make/Model- 100 Last 30 Days- UNK/NR
Instrument- 370 Last 90 Days- 50
Multi-Eng - 800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A DEER DURING CLIMBOUT ON A NIGHT TRAINING MISSION. THE WEATHER WAS VMC BUT THE NIGHT WAS DARK. THE CFI SAID THEY WERE DOING TOUCH AND GO LANDINGS. AFTER COMPLETING A LANDING AND DURING CLIMBOUT THE ACFT STRUCK A DEER. THE ACFT WAS DAMAGED IN THE EMPENNAGE AREA. THE ACFT WAS LANDED STRAIGHT AHEAD WITHOUT ANY FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1565

10/02/83

PARKERSBURG,WV

A/C Reg. No. N63666

Time (Lc1) - 2210 EDT

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

Finding(s)

1. OBJECT - ANIMAL(S)
 2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
-

----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. - 1479 3/10/83 WRIGHT,WY A/C Reg. No. N7527E Time (Lcl) - 1815 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

-----Aircraft Information-----

Make/Model - CHAMPION 7EC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Basic Weather - VMC
Wind Dir/Speed- 180/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 8000 FT THIN BKN
Lowest Ceiling - 15000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

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 - 21
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 - 125
Make/Model- 125
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SPUN INTO THE GROUND FROM LOW ALT WHILE HUNTING FOXES. THE ACFT HAD PREVIOUSLY LANDED IN A WHEAT FIELD AND THE OCCUPANTS TALKED WITH A FRIEND ABOUT SEEING FOXES NEARBY. THEY WERE GOING TO FLY AROUND SOME MORE AND HAVE A LOOK. A SHORT TIME LATER THE ACFT TOOK OFF AND WENT NW. A WITNESS SAID THEY WENT ABOUT A HALF MILE NORTH, MADE A CIRCLE 360 DEGREES GOING TO THE LEFT. THEY STARTED TO MAKE ANOTHER WHEN THE ACFT SPUN AND CAME DOWN.

Brief of Accident (Continued)

File No. - 1479

3/10/83

WRIGHT,WY

A/C Reg. No. N7527E

Time (Lc1) - 1815 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

-----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. - 1453 6/01/83 DEVILS TOWER,WY A/C Reg. No. N80711 Time (Lcl) - 1600 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal	0	Injuries	
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	Serious	0
Accident Occurred During	-LANDING			0	0	Minor	0
						None	1
							0

-----Aircraft Information-----

Make/Model	- BELL 47G3-B1	Eng Make/Model	- LYCOMING IVO-435	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 2	Rated Power	- 260 HP			

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP
Method	- N/A	
Completeness	- N/A	
Basic Weather	- VMC	Airport Data
Wind Dir/Speed	- 180/005 KTS	Runway Ident
Visibility	- 50.0 SM	- N/A
Lowest Sky/Clouds	- SCATTERED	Runway Lth/Wid
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- N/A
Condition of Light	- DAYLIGHT	Runway Status
		- N/A

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5550	Last 24 Hrs - 6
SE LAND	Months Since - 12	Make/Model - 4570	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - 47G3-B1	Instrument - 0	Last 90 Days - 10
			Rotorcraft - 5350

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASH LANDED IN TREES AFTER THE ENGINE LOST POWER. THE HELICOPTER WAS BEING USED IN AERIAL APPLICATION AT THE TIME OF THE ACCIDENT. THE OPERATION WAS BEING DONE IN 8 MINUTE SEGMENTS. EVERY 8 MINUTES THE HELICOPTER LANDED FOR A RELOAD OF HERBICIDE. AT ABOUT 1430-1500 HOURS THE ACFT WAS REFUELED WITH 29 GALLONS OF 100 OCTANE FUEL. AT 1600 HOURS THE ENGINE CEASED OPERATION 3 MINUTES AFTER A TAKEOFF. THE ACFT WAS AT 50 FT AGL GOING ABOUT 30 MPH. THERE WAS NO CLEAR AREA FOR A LANDING SO THE PILOT AUTOROTATED INTO TREES. THE ACFT HAS AN ENDURANCE OF ABOUT ONE AND ONE HALF HOURS. DURING THE FIRST INTERVIEW THE PILOT SAID THE ACFT RAN OUT OF FUEL. NO FUEL WAS ABOARD THE ACFT AFTER THE ACCIDENT. THE PILOT LATER FOUND AN AN FITTING WAS LOOSE ON THE GAS TANK SUMP DRAIN. HE SAID IT WAS NOT LEAKING WHEN THE ACFT WAS REFUELED. THE PILOT FOUND AN AREA OF LEAKED FUEL WHICH HE ESTIMATED AT 5 GALLONS NEAR THE SUMP DRAIN. THE ACFT HAS ONLY ONE FUEL TANK AND IT CONTAINS 2 UNUSABLE GALLONS OF FUEL.

Brief of Accident (Continued)

File No. - 1453

6/01/83

DEVILS TOWER,WY

A/C Reg. No. N80711

Time (Lc1) - 1600 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM,DRAIN - LOOSE
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

Factor(s) relating to this accident is/are finding(s) 3,5,6



NTSB-AAB-85-09

Brief Format

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