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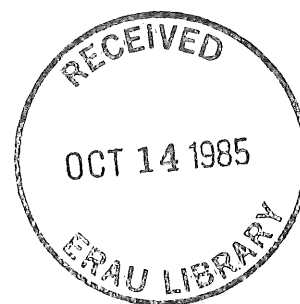


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

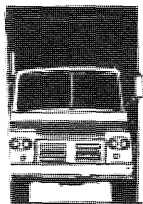
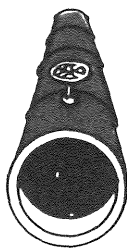
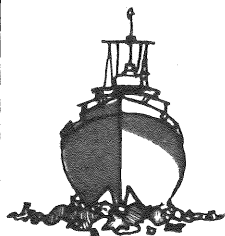
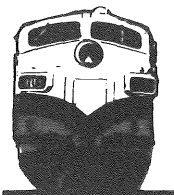
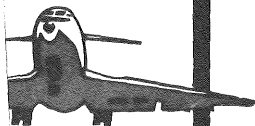
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 2 OF 1984 ACCIDENTS



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TECHNICAL REPORT DOCUMENTATION PAGE

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				14. Sponsoring Agency Code	
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 1984. 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: 0201 through 0400					
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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FOREWORD

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 eighteen (18) 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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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 cowlings, 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 2

CALENDAR YEAR 1984

File Order Listing - Issue No. 2, 1983

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page -----
201	7527F	041184	BETTLES, AK	CHAMPION	7GCBC	NONE	6
202	67134	041284	LITTLE ROCK, AR	BEECH	BE23	MINOR	26
203	9953N	042384	NOGALES, AZ	CESSNA	185	NONE	36
204	48757	031584	PRESTON, ID	CESSNA	152II	NONE	92
205	85052	042584	CHARLESTON, SC	BEECH	E55	NONE	290
206	5546F	021284	OAK GROVE, VA	PIPER	PA-28-140	MINOR	348
207	8400B	041184	HOFFMAN ESTATES, IL	PIPER	PA-28-161	MINOR	112
208	6659F	040184	DAVISON, MI	CESSNA	150F	NONE	162
209	2663G	032184	KENOSHA, WI	CESSNA	402C	NONE	376
210	41022	031084	MADISON, WI	CESSNA	421B	NONE	374
211	4823L	042884	N.CARLISLE, AR	CESSNA	152	NONE	30
212	73180	010784	ZOLFO SPRINGS, FL	CESSNA	T207A	FATAL	56
213	9889M	040484	TUCSON, AZ	CESSNA	210	NONE	34
214	131TW	031784	PHOENIX, AZ	BEECH	55	NONE	32
215	93086	011084	UNION CITY, CA	CESSNA	185	FATAL	38
216	9328N	031684	KENNEWICK, WA	CESSNA	A185F	NONE	356
217	9432Y	022484	WHITE CITY, OR	BEECH	A33	NONE	266
218	7997R	031484	MYRTLE BEACH, SC	BEECH	99	NONE	284
219	57528	020384	ALBUQUERQUE, NM	PIPER	PA-18-150	NONE	214
220	5376T	012884	ERIE, CO	CESSNA	172E	MINOR	48
221	234AD	010584	SALT LAKE CITY, UT	PIPER	AEROSTAR 6	MINOR	334
222	190W	041484	LIVERMORE, CA	FOLKE WULF	1903A	FATAL	40
223	4431D	041584	ONTARIO, CA	CESSNA	L-19E	NONE	42
224	4374C	031284	ANCHORAGE, AK	CHAMPION	7EC	NONE	2
225	1296W	032984	SOUTH FULTON, TN	WEATHERLY	201C	NONE	298

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226	4986E	032484	NEW BERN, NC	BOWERS	FLY BABY 1	MINOR	192
227	6418B	021584	ALBERTVILLE, AL	CESSNA	152	NONE	14
228	8008X	041384	WALLS, MS	CESSNA	172	NONE	184
231	585WB	013084	NEWTON, NC	BACH	CGS HAWK	MINOR	188
232	5839W	040584	APEX, NC	PIPER	PA-28-150	NONE	194
233	6320W	030384	KENNESAW, GA	CESSNA	P210N	NONE	82
234	2462J	010784	CHARLOTTESVILLE, VA	CESSNA	150G	MINOR	346
235	3907J	041384	CHALLIS, ID	CESSNA	150	NONE	96
236	42855	032684	NEW HUDSON, MI	CESSNA	182L	NONE	160
237	9483Y	022384	TROY, MI	CESSNA	T-210N	MINOR	158
238	25469	012884	DETROIT LAKES, MN	CESSNA	152	NONE	172
239	2396U	010884	PLATO CENTER, IL	CESSNA	150G	NONE	102
240	37996	010184	WHITE BEAR LAKE, MN	PIPER	J-4E	NONE	170
241	12811	041484	WEST SOUND, WA	CESSNA	C-172M	NONE	364
242	3826L	022184	MOUNTAIN VIEW, AR	CSSNA	172	NONE	22
243	3300A	041684	LITTLE ROCK, AR	PIPER	PA-22-135	NONE	28
244	6000F	022084	CHARLESTON, TN	AERO COMMAND	680F	SERIOUS	296
245	6660T	051484	WEST CHICAGO, IL	BEECH	V35B	NONE	116
246	4501T	021284	PINELLAS PARK, FL	PIPER	PA-28-140	SERIOUS	66
247	6357	021684	CEDAR KEY, FL	BELL	47-G	SERIOUS	72
248	85763	032284	HAILEY, ID	AERONCA	7AC	NONE	94
249	88666	040384	GARFIELD, WA	CESSNA	180-A	NONE	358
250	6128B	050184	BURLINGTON, NC	CESSNA	182	NONE	196
251	73787	050984	BUCKINGHAM, VA	CESSNA	172N	NONE	354
252	9932J	021584	ARCADIA, FL	CESSNA	T-188	NONE	68

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253	5310M	020884	CLEARWATER, FL	CESSNA	152	NONE	64
254	44816	021584	LAKE PLACID, FL	HARVEY	CONDOR 3+2	NONE	70
255	17JJ	022284	RUIDOSO, NM	SWEARINGEN	SA26AT	NONE	220
256	777CS	031484	CHICAGO, IL	CESSNA	401	NONE	106
257	15MM	020384	NARANJITO, PR, OF	PIPER	PA-28-140	SERIOUS	236
259	34627	021784	KENNESAW, GA	CESSNA	177B	SERIOUS	80
260	9268G	050584	MINONK, IL	CESSNA	182N	NONE	114
261	25583	050484	FT ATKINSON, WI	CESSNA	152	MINOR	384
262	8890V	051684	WEST LAFAYETTE, OH	CESSNA	172M	NONE	246
263	222WY	050284	SHERWOOD, OR	BELLANCA	7GCBC	NONE	272
265	74515	021584	POCAHONTAS, AR	MOONEY	MK20B	NONE	20
266	1767W	021784	ST AUGUSTINE, FL	BEECH	95-B55	NONE	74
267	6736Q	011684	HOMESTEAD, FL	GRUMMAN	AG-CAT	MINOR	60
268	9762G	031784	SOLDOTNA, AK	CESSNA	180H	MINOR	4
269	93952	050984	CHUGIAK, AK	CESSNA	152	NONE	8
270	7663H	052684	WASILLA, AK	PIPER	PA-12	NONE	12
271	5663J	051084	GERLACH, NV	CESSNA	182	NONE	230
272	6174H	041784	RUIDOSO, NM	PIPER	PA-34-200T	NONE	228
273	5042F	031684	PROVO, UT	HILLER	FH 1100	NONE	342
274	40995	021284	ALBUQUERQUE, NM	RAVEN	RALLY RX7	SERIOUS	218
275	83798	031084	APEX, NC	PITTS	SPECIAL S2	NONE	190
276	93151	050384	BOAZ, AL	CESSNA	152	NONE	18
277	83088	042584	BLUFFTON, IN	PIPER	PA-28-161	NONE	120
278	1300U	042384	ATHENS, OH	CESSNA	152	MINOR	240
279	2491N	022584	LONGVIEW, TX	CESSNA	140	NONE	326

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281	9480L	020684	LAMPASAS, TX	AMERICAN	AA-1A	FATAL	310
282	3PN	021584	PRESIDIO, TX	PIPER	PA-31P	SERIOUS	316
283	7415L	021684	BROWNSVILLE, TX	PIPER	PA-31	MINOR	318
284	6558M	021984	ADA, OK	CESSNA	152	SERIOUS	258
285	15043	022084	BASTROP, TX	PIPER	PA-28-140	NONE	322
286	317VA	010284	GALESBURG, IL	BEECH	BE-99	NONE	100
287	777RG	030684	FORT WORTH, TX	PIPER	PA-23-250	NONE	328
288	19557	041184	PAPALOTE, TX	CESSNA	150	NONE	332
289	NONE	022184	PEARLAND, TX	VAMPIRE	SATALAR	SERIOUS	324
290	3014N	011284	JAYTON, TX	CESSNA	120	NONE	304
291	94467	020184	STILLWATER, OK	CESSNA	152	NONE	252
292	49086	020284	EL PASO, TX	RYAN	PT-22C	NONE	306
293	3343A	020484	LAMKIN, TX	PIPER	PA-22-135	MINOR	308
294	8478E	020884	BENAVIDES, TX	BELL	47G-2A	MINOR	312
295	5407	021084	HEIDENHEIMER, TX	GRUMMAN	G-164A	NONE	314
296	65575	022484	HARRAH, OK	CESSNA	152	NONE	260
297	4715A	032884	WEST CHICAGO, IL	CESSNA	P210N	NONE	110
298	757NS	022084	CLARKSVILLE, MD	CESSNA	152	NONE	154
299	91332	020484	EASTON, PA	PIPER	PA-38-112	NONE	274
300	59405	022684	TARENTUM, PA	BELL	206B	NONE	278
301	7568H	030384	BRAITHWRITE, LA	CESSNA	A185F	MINOR	144
302	8197V	032684	CLAYTON, LA	CESSNA	188	NONE	146
303	5586A	033184	LUBBOCK, TX	MARTIN	AM-1 (MAUL	NONE	330
304	9936	040384	EUNICE, LA	GRUMMAN	G-164A	NONE	148
305	12288	030884	YUKON, OK	LOCKHEED	VEGA-1	NONE	262

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306	7625S	021084	MONTE VISTA, CO	BELLANCA	7GCAA	NONE	50
307	8260H	030684	TREMONTON, UT	CALLAIR	A	NONE	340
308	45AM	012484	ENGLEWOOD, CO	CESSNA	210D	NONE	46
309	54KS	022684	SALT LAKE CITY, UT	KEITH A SMIT	KR-2	FATAL	338
310	4166B	040484	GALLUP, NM	BELLANCA	17-31ATC	NONE	226
311	48201	042184	PALO ALTO, CA	CESSNA	152	MINOR	44
312	201LU	021684	BRISTOL, PA	MOONEY	M20J	NONE	276
313	5745M	012484	VENICE, LA	BELL	206L-1	MINOR	142
314	9515Y	010984	WARING, TX	CESSNA	T210N	NONE	302
315	8117Z	010684	DEL RIO, TX	PIPER	PA-28-236	NONE	300
316	5792X	010484	MORGAN CITY, LA	AEROSPATIALE	AS-355F	FATAL	136
317	42774	011384	PENSACOLA, FL	PIPER	J3C-65	MINOR	58
318	688	031884	LAKELAND, FL	ALLEVA	STARDUSTER	FATAL	76
319	62849	030784	ATLANTA, GA	PIPER	PA 31-350	NONE	84
319	7047Y	030784	ATLANTA, GA	PIPER	PA-30	NONE	86
320	49126	021684	ACUFF, TX	CESSNA	152	NONE	320
321	712US	022884	FITCHBURG, MA	CESSNA	500	NONE	152
322	6090Z	021684	ALTUS, OK	PIPER	PA-25-150	FATAL	256
323	6202M	021584	STILLWATER, OK	CESSNA	152	NONE	254
324	9468U	010784	NEW ORLEANS, LA	CESSNA	150M	NONE	138
326	85NL	011084	OKEMAH, OK	BEECH	65-90	NONE	248
327	46723	022384	CARLSBAD, NM	CESSNA	152	NONE	222
328	3735Y	050184	MINNEAPOLIS, MN	BEECH	A36	NONE	176
329	5184M	050184	WINONA, MN	TAYLORCRAFT	BC12-D	NONE	174
330	3874W	042584	MARION, IN	PIPER	PA-32-260	NONE	122

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331	83BJ	042684	LAMBERTVILLE, MI	WILLIAM FREE	GLASAIR	NONE	164
332	6737W	042584	GENOA CITY, WI	PIPER	PA-28-140	SERIOUS	378
333	7972N	032984	SEASIDE, OR	CESSNA	T210N	NONE	268
334	1092L	041484	KENT, WA	HUGHES	369D	MINOR	362
335	734JW	041384	HARRISBURG, OR	CESSNA	172N	NONE	270
336	6002D	042584	DAVENPORT, WA	PIPER	PA-22-150	NONE	368
338	56255	022784	MORRILTON, AR	PIPER	PA-28-140	NONE	24
339	6210U	021084	ANGEL FIRE, NM	MOONEY	M20C	NONE	216
340	9026T	032284	SAWYER, ND	LEE M. BROWN	TATERBUG S	NONE	200
341	9382Q	012384	FT.MYERS, FL	BEECH	58	NONE	62
342	28951	041684	ROCKFORD, WA	PZL PROMADER	PZL-M-18	MINOR	366
343	3893U	021884	LAKE CITY, CO	BELL	206L-3	MINOR	54
344	314X	010484	FORTUNA, ND	MAULE	M-5-210C	NONE	198
345	1264W	021884	TOWNSEND, MT	WEATHERLY	201B	NONE	186
346	8984P	021284	CRESTED BUTTE, CO	PIPER	PA-24-260	MINOR	52
347	5317V	011284	SAN JUAN, PR	HILLER	UH-12C	FATAL	282
348	4096B	020184	SANTA FE, NM	BELLANCA	17-30A	NONE	212
349	5759M	011384	VENCIE, LA	BELL	206L-1	NONE	140
350	2832F	031384	MINDEN, NE	CESSNA	182J	NONE	202
351	4972H	022684	MANHATTAN, IL	CESSNA	152-II	FATAL	104
352	7575W	050584	LA PORTE, IN	PIPER	PA-28-180	NONE	124
353	57665	011584	DAVIDSON, OK	BELLANCA	8KCAB	FATAL	250
354	260RA	032184	JOLIET, IL	CESSNA	421C	NONE	108
355	7594K	040584	BARNARD, SD	PIPER	PA-18	NONE	294
356	8624W	050884	TOUCHET, WA	PIPER	PA-28-235	NONE	372

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
357	7406B	012784	WALL, SD	CHAMPION	7EC	NONE	292
358	3553A	020384	DIXON, WY	PIPER	PA-22-135	NONE	386
359	6070D	021584	ATLANTA, GA	PIPER	PA-60	NONE	78
360	5046N	030484	FT. EUSTIS, VA	CITABRIA	S-150	NONE	350
361	402EX	020284	COVINGTON, KY	CESSNA	404	NONE	132
362	6870X	031984	FLEMINGBURG, KY	CESSNA	172	NONE	134
363	141RG	042784	CENTRE, AL	MOONEY	21	NONE	16
364	84809	032184	PARCHMAN, MS	CESSNA	172	NONE	182
365	44386	010184	SOUTHWICK, MA	PIPER	PA-28-151	MINOR	150
366	4450N	040884	MOUNT VERNON, WA	SCHWEIZER	SGS1-26C	NONE	360
367	8813J	043084	SPANGLE, WA	EAGLE	DW-1	NONE	370
368	3731V	012084	LOWVILLE, NY	CESSNA	150M	NONE	232
369	94222	050684	TRAVERSE CITY, MI	CESSNA	152	NONE	166
370	1233M	042884	CINNCINATI, OH	CESSNA	182P	NONE	242
372	7856	041984	HUGER, SC	GRUMMAN	G164A	NONE	288
373	733KM	040484	WINNSBORO, SC	CESSNA	172N	NONE	286
374	8415X	040384	WOODBIDGE, VA	ROBINSON	R22A	NONE	352
375	6112N	050884	RICHMOND, KS	BEECH	BE23	NONE	130
376	6293P	033184	OSAGE CITY, KS	PIPER	PA24-250	NONE	128
377	4463L	060184	LANSING, MI	LEBLANC	DRAGON FLY	NONE	168
378	94702	051284	MCARTHUR, OH	CESSNA	152	NONE	244
379	50022	050584	BOYD, MN	CESSNA	150H	MINOR	178
380	4443M	052084	KENNESAW, GA	CONDOR	III	NONE	88
381	6392T	041284	EMPORIUM, PA	BLISS CORBIN	BABY ACE C	MINOR	280
382	81753	011184	ALBUQUERQUE, NM	PIPER	PA-32R-301	NONE	210

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384	633B	021784	ALMA, OR	AEROSPATIAL	AS-341G	NONE	264
385	3274Q	033084	LOS LUNAS, NM	GULFSTREAM	500 COMMAN	SERIOUS	224
386	4FN	041384	MONTICELLO, UT	PIPER	PA-28-140	NONE	344
387	6479N	021784	DUCHESNE, UT	CESSNA	T-210	NONE	336
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390	2128P	032584	OELWEIN, IA	PIPER	PA-23-150	NONE	90
391	48373	051784	CRAIGMONT, ID	GRUMMAN	G-164	NONE	98
392	6807M	051484	SOLDOTNA, AK	STINSON	108-3	SERIOUS	10
393	47583	042684	PALMYRA, WI	TAYLORCRAFT	DC0-65	MINOR	380
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395	86706	010684	MONSON, ME	BELLANCA	7ECA	NONE	156
396	26404	042884	CUDAHY, WI	GRUMMAN	AA5A	MINOR	382
397	62164	041084	CINCINNATI, OH	CESSNA	172P	MINOR	238
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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 2 OF 1984 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 224 3/12/84 ANCHORAGE, AK A/C Reg. No. N4374C Time (Lcl) - 1805 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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 G-90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 95 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- CALM
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

Airport Proximity
ON AIRPORT

Airport Data

MERRILL FILED
Runway Ident - 33
Runway Lth/Wid - 2469/ 60
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 79
Make/Model- 14
Instrument- 1
Last 24 Hrs - 1
Last 30 Days- 1
Last 90 Days- 1

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT SWERVED AND COLLIDED WITH A SNOWBANK DURING LANDING. THE WIND WAS CALM AND THE RWY DRY. AFTER THE COLLISION THE RIGHT LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 224

3/12/84

ANCHORAGE, AK

A/C Reg. No. N4374C

Time (Lcl) - 1805 AST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - SNOWBANK
7. LANDING GEAR, MAIN GEAR ATTACHMENT - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 268 3/17/84 SOLDOTNA, AK A/C Reg. No. N9762G Time (Lcl) - 1620 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

Eng Make/Model - CONT MOTOR O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES-UNK/NR
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 - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PORT ALSWORTH, AK
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - 1800/ 25
Runway Surface - GRAVEL
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 61
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2538
Make/Model- 308
Instrument- 2
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE LEFT WING OF THE ACFT STRUCK SMALL SPRUCE TREES DURING LANDING. HE STATED THAT THE ACFT TOUCHED DOWN "OFF BALANCE AND POINTED AT TWO PARKED PLANES." HE APPLIED POWER FLEW OVER THE PARKED ACFT BUT COULD NOT AVOID A LARGE TREE.

Brief of Accident (Continued)

File No. - 268

3/17/84

SOLDOTNA, AK

A/C Reg. No. N9762G

Time (Lc1) - 1620 MST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. PROPER DESCENT RATE - MISJUDGED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
 4. GO-AROUND - DELAYED - PILOT IN COMMAND
 5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - TREE(S)
 7. FLARE - MISJUDGED - PILOT IN COMMAND
 8. 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) 2,3,4,5,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 201 4/11/84 BETTLES,AK

A/C Reg. No. N7527F

Time (Lcl) - 1142 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CHAMPION 7GCBC
Landing Gear - SKI
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A
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- 310/007 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
FAIRBANKS,AK
Destination
BETTLES,AK

Airport Proximity
ON AIRPORT

Airport Data

BETTLES
Runway Ident - 01
Runway Lth/Wid - 5200/ 150
Runway Surface - GRAVEL
Runway Status - SNOW - 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)
COMMERCIAL
SE LAND,ME LAND,SE SEA

Age - 35
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2515 Last 24 Hrs - 2
Make/Model- 600 Last 30 Days- 10
Instrument- 90 Last 90 Days- 20
Multi-Eng - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT GROUNDLOOPED DURING LANDING. THE PLT SAID HE LOST CONTROL OF THE ACFT. DURING THE SWERVE ONE OF THE GEAR LEGS FAILED AND THE ACFT SKIDDED ON THE FUSELAGE.

Brief of Accident (Continued)

File No. - 201

4/11/84

BETTLES,AK

A/C Reg. No. N7527F

Time (Lc1) - 1142 AST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 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 ATTACHMENT - 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. - 269 5/09/84 CHUGIAK, AK A/C Reg. No. N93952 Time (Lcl) - 1000 ADT

-----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

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- CALM
Visibility - 90.0 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 - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

BIRCHWOOD

Runway Ident - 01

Runway Lth/Wid - 4000/ 80

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 33

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

Make/Model- 37

Instrument- 1

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS OBSERVED TO LAND NOSE WHEEL FIRST, BOUNCE TO A CONSIDERABLE ALTITUDE, NOSE OVER AND CONTACT THE RUNWAY ON THE NOSE WHEEL.

Brief of Accident (Continued)

File No. - 269

5/09/84

CHUGIAK,AK

A/C Reg. No. N93952

Time (Lc1) - 1000 ADT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. 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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 392 5/14/84 SOLDOTNA, AK A/C Reg. No. N6807M Time (Lcl) - 1800 ADT

-----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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire
NONE

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

Make/Model - STINSON 108-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-150-133
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
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
HOMER, AK
Destination
SOLDOTNA, AK

Airport Proximity
UNK/NR

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)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 200
Make/Model- 172
Instrument- 3
Last 24 Hrs - 2
Last 30 Days- 10
Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ESTABLISHED IN NORMAL CRUISE WHEN THE ENGINE QUIT. THE PILOT ATTEMPTED RESTARTS WITH NEGATIVE RESULTS. THE ACFT MADE A FORCED LANDING AND COLLIDED WITH TREES. POST ACCIDENT EXAMINATION REVEALED WATER IN THE FUEL TANKS & LINES.

Brief of Accident (Continued)

File No. - 392

5/14/84

SOLDOTNA,AK

A/C Reg. No. N6807M

Time (Lc1) - 1800 ADT

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

Finding(s)

1. FUEL SYSTEM,TANK - WATER
 2. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
 3. FUEL SYSTEM,LINE - WATER
-

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE - NORMAL

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

Finding(s)

4. OBJECT - TREE(S)
-

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

----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. - 270 5/26/84 WASILLA, AK A/C Reg. No. N7663H Time (Lc1) - 1830 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 - LANDING

Fire
NONE

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

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1
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- CALMABLE
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
WASILLA, AK
Destination
SAME AS ACC/INC

Airport Proximity
UNK/NR

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 - 24
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 120
Make/Model- 120
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- 1
Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT SAID THAT THE ENGINE FAILED DUE TO CARBURETOR ICING. EXAMINATION OF THE ENG REVEALED NO MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 270

5/26/84

WASILLA, AK

A/C Reg. No. N7663H

Time (Lc1) - 1830 ADT

Occurrence #1 LOSS OF POWER(PARTIAL) - 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 - CARBURETOR ICING CONDITIONS
 4. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 227 2/15/84 ALBERTVILLE, AL A/C Reg. No. N6418B Time (Lcl) - 1600 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries 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	ELT Installed/Activated - YES/YES
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 - 110 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 - UNK/NR	SAME AS ACC/INC	ALBERTVILLE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 23
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4800/ 80
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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 26
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 26
		Last 30 Days- 2
		Instrument- 0
		Last 90 Days- 6

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT RAN OFF THE LEFT SIDE OF THE RWY DURING LANDING AND NOSED OVER. THE STUDENT PLT SAID HE WAS PRACTICING TOUCH AND GO LANDINGS SOLO AND LOST CONTROL OF THE ACFT.

Brief of Accident (Continued)

File No. - 227

2/15/84

ALBERTVILLE, AL

A/C Reg. No. N6418B

Time (Lc1) - 1600 CST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 4. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SNOWBANK
-

-----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. - 363 4/27/84 CENTRE,AL A/C Reg. No. N141RG Time (Lcl) - 2300 CST

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

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

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

Make/Model - MOONEY 21	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	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	ROME,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GADSDEN,AL	CENTRE
Wind Dir/Speed- 170/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1150
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 300
	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) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLT THE ENGINE FAILED. THE PILOT EXECUTED A FORCED LANDING, AND THE ACFT SUSTAINED SUBSTANTIAL DAMAGE DURING THE LANDING SEQUENCE. EXAMINATION OF THE ACFT REVEALED NO FUEL IN THE TANKS, LINES, OR PUMP. THE ACFT HAD FLOWN ABOUT 5 HOURS SINCE REFUELING AND HAD LANDED AND TAKEN OFF MULTIPLE TIMES.

Brief of Accident (Continued)

File No. - 363

4/27/84

CENTRE,AL

A/C Reg. No. N141RG

Time (Lc1) - 2300 CST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
-

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - GROUND
-

-----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. - 276 5/03/84 B0AZ,AL A/C Reg. No. N93151 Time (Lcl) - 1850 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	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

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-----

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

ALBERTVILLE,AL

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 - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 48

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 413 Last 24 Hrs - 1

Make/Model- 186 Last 30 Days- UNK/NR

Instrument- 60 Last 90 Days- 11

Multi-Eng - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A TRAFFIC SIGN WHILE TAXIING FOR TAKEOFF ON A HIGHWAY. THE PLT SAID HE WAS A"PATH FINDER" FOR A FLY-IN AND HAD THE COOPERATION OF THE POLICE. THE OWNER OF THE ACFT SAID THE PLT WAS NOT AUTHORIZED TO USE THE ACFT FOR THIS FLT.

Brief of Accident (Continued)

File No. - 276

5/03/84

BOAZ,AL

A/C Reg. No. N93151

Time (Lcl) - 1850 CDT

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

Finding(s)

1. OBJECT - UTILITY POLE(MARKED)
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 5. STOLEN AIRCRAFT/UNAUTHORIZED USE - 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) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 265 2/15/84 POCAHONTAS, AR A/C Reg. No. N74515 Time (Lcl) - 1730 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	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 - MOONEY MK20B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
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 - VMC

Wind Dir/Speed- 180/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

POCAHONTAS, AR

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

POCAHONTAS

Runway Ident - 35

Runway Lth/Wid - 3000/ 2

Runway Surface - MACADAM

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 28

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 - 87

Make/Model- 87

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDING GEAR RETRACTED DURING LANDING. THE PLT REPORTED THAT THE MANUALLY ACTIVATED GEAR HANDLE POPPED OUT OF THE GEAR DOWN POSITION DURING THE LANDING ROLL. THE PLT INDICATED THAT HE THOUGHT THE GEAR HANDLE WAS POSITIVELY IN THE DOWN LOCK POSITION.

Brief of Accident (Continued)

File No. - 265

2/15/84

POCAHONTAS, AR

A/C Reg. No. N74515

Time (Lc1) - 1730 CST

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

Finding(s)

1. LANDING GEAR, GEAR LEVER - UNLOCKED
 2. GEAR DOWN AND LOCKED - INACCURATE - 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. - 242 2/21/84 MOUNTAIN VIEW, AR A/C Reg. No. N3826L Time (Lc1) - 1750 CST

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

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

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

Make/Model - CSSNA 172	Eng Make/Model - CONTINENTAL D-300	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 - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LITTLE ROCK, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MOUNTAIN VIEW, AR	WILCOX MUNICIPAL
Wind Dir/Speed- 130/006 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3519/ 50
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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 530
SE LAND	Months Since - 10	Make/Model- 386
	Aircraft Type - UNK/NR	Instrument- 9
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT HAD TAKEN OFF FOR A X-COUNTRY WITHOUT FULL FUEL TANKS. AFTER THE ACCIDENT A MECHANIC FOUND NO USEABLE FUEL ABOARD THE ACFT.

Brief of Accident (Continued)

File No. - 242

2/21/84

MOUNTAIN VIEW, AR

A/C Reg. No. N3826L

Time (Lcl) - 1750 CST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

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

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) 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. - 338 2/27/84 MORRILTON, AR

A/C Reg. No. N56255

Time (Lcl) - 1030 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -POSITIONING
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

2

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A

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 - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 350/014 KTS

Visibility - 4.000 SM

Lowest Sky/Clouds - 1000 FT SCATTERED

Lowest Ceiling - 2000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LITTLE ROCK, AR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PETIT JEAN

Runway Ident - 20

Runway Lth/Wid - 5980/ 75

Runway Surface - ASPHALT

Runway Status - WET

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, CFI

SE LAND, ME LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 19

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1090

Make/Model- 350

Instrument- 208

Last 24 Hrs - 5

Last 30 Days- 65

Last 90 Days- 139

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST POWER DURING INITIAL CLIMB AFTER TAKEOFF AT ABOUT 75 FT AGL. A FORCED LANDING WAS MADE IN THE TREES. THE ACFT WAS EXAMINED AFTER THE ACCIDENT AND NO FAILURES OR MALFUNCTIONS NOTED. THE EXISTING TEMPERATURE AND DEWPOINT WERE IN CARBURETOR ICING CONDITION RANGE. THE PLT SAID THE CARBURETOR HEAT CONTROL WAS IN THE COLD POSITION FOR TAKEOFF.

Brief of Accident (Continued)

File No. - 338

2/27/84

MORRILTON, AR

A/C Reg. No. N56255

Time (Lc1) - 1030 CST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. FUEL SYSTEM, CARBURETOR - ICE
-

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

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

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. - 202 4/12/84 LITTLE ROCK, AR A/C Reg. No. N67134 Time (Lcl) - 1700 CST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	1	0
				0	0	0	0

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

Make/Model	- BEECH BE23	Eng Make/Model	- LYCOMING O-360-A4K	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	- NO RECORD OF BRIEFING	Last Departure Point	
Method	- N/A	LITTLE ROCK, AR	
Completeness	- N/A	Destination	
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 290/012 KTS	Runway Ident	- UNK/NR
Visibility	- 15.0 SM	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 25000 FT SCATTERED	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Runway Status	- UNK/NR
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)	
PRIVATE	Current - YES	Total - 121	Last 24 Hrs - 2
SE LAND	Months Since - 3	Make/Model - 4	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 3	Last 90 Days - 63

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO TREES DURING A FORCED LANDING. EXAMINATION OF THE ACFT FUEL SYSTEM AFTER THE ACCIDENT SHOWED LESS THAN 1 GALLON OF FUEL IN THE RIGHT TANK AND ABOUT 15 GALLONS IN THE LEFT TANK. THE ACFT WAS OPERATED THE ENTIRE FLT ON THE RIGHT TANK AND THE PLT ADMITTED SHE DID NOT SWITCH TANKS AT ANY TIME DURING THE FLT OR DURING THE ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 202

4/12/84

LITTLE ROCK, AR

A/C Reg. No. N67134

Time (Lcl) - 1700 CST

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
 3. EMERGENCY PROCEDURE - NOT FOLLOWED - 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 - 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) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 243 4/16/84 LITTLE ROCK, AR A/C Reg. No. N3300A Time (Lcl) - 1348 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 - PIPER PA-22-135
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-DZ
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 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- 290/011 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HORSESHOE BEND, AR
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ADAMS
Runway Ident - 36
Runway Lth/Wid - 5125/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 966 Last 24 Hrs - 6
Make/Model- 301 Last 30 Days- UNK/NR
Instrument- 111 Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SWERVED DURING LANDING IN A X-WIND AND THE RIGHT MAIN GEAR COLLAPSED. THE PLT SAID HE SLIPPED THE ACFT TO LOSE ALTITUDE TO LAND AND DID NOT GET A "FEEL" FOR THE WIND DIRECTION AS A RESULT.

Brief of Accident (Continued)

File No. - 243

4/16/84

LITTLE ROCK, AR

A/C Reg. No. N3300A

Time (Lcl) - 1348 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
6. GROUND LOOP/SWERVE - 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) 2,3,4,6

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. - 211 4/28/84 N.CARLISLE,AR A/C Reg. No. N4823L Time (Lc1) - 0905 CST

-----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-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	NO.LITTLE ROCK,AR	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	CARLISLE,AR	CARLISLE
Wind Dir/Speed	- 060/009 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 27
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 4500 -UNK/NR
Lowest Ceiling	- 4000 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 - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 18	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- 18	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 1	Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER AFTER SWERVING OFF THE RWY INTO SOFT SOD DURING LANDING. THE STUDENT PLT WAS ON HIS 2ND SOLO FLT AND PRACTICING TOUCH AND GO LANDINGS. THIS WAS THE PLTS 1ST LANDING AT CARLISLE ARPT WHERE THE WIND WAS OF MORE VELOCITY AND GREATER ANGLE THAN AT LITTLE ROCK WHERE HE HAD SOLOED. THE PLT HAD CHANGED FROM LITTLE ROCK BECAUSE OF THE CONGESTED TRAFFIC.

Brief of Accident (Continued)

File No. - 211

4/28/84

N.CARLISLE, AR

A/C Reg. No. N4823L

Time (Lc1) - 0905 CST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. 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) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 214 3/17/84 PHOENIX, AZ A/C Reg. No. N131TW Time (Lcl) - 0800 MST

-----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	- BEECH 55	Eng Make/Model	- CONTINENTAL ID-520-CB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 285 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	SAME AS ACC/INC	SKY HARBOR
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 08L
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 11000/ 150
Obstructions to Vision	- VFR	Runway Surface
Precipitation	Type Apch/Lndg	- ASPHALT
Condition of Light	- FULL STOP	Runway Status
		- DRY

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

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5356	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 1643	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 16
		Multi-Eng - 2827	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT VEERED OFF THE RWY INTO SOFT DIRT COLLAPSING THE RIGHT MAIN LANDING GEAR. THE LEFT BRAKE WAS FOUND

Brief of Accident (Continued)

File No. - 214

3/17/84

PHOENIX,AZ

A/C Reg. No. N131TW

Time (Lcl) - 0800 MST

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

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. LANDING GEAR,NORMAL BRAKE SYSTEM - LOCKED
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - SOFT

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

Finding(s)

7. LANDING GEAR,MAIN GEAR - OVERLOAD

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 213 4/04/84 TUCSON,AZ A/C Reg. No. N9889M Time (Lcl) - 1127 PST

-----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	-LANDING			0	0	0	1
							2

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

Make/Model	- CESSNA 210	Eng Make/Model	- CONTINENTAL IO-520 L3A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 5	Rated Power	- 310 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	FARMINGTON,NM			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	TUCSON,AZ		TUCSON	
Wind Dir/Speed	- 140/005 KTS	ATC/Airspace		Runway Ident	- 11R
Visibility	- 50.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3000	Last 24 Hrs - 5
SE LAND,ME LAND	Months Since - 5	Make/Model - 700	Last 30 Days - 50
	Aircraft Type - UNK/NR	Instrument - 164	Last 90 Days - 160
		Multi-Eng - 1100	Rotorcraft - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD A HYDRAULIC LINE FAILURE DURING AN ATTEMPT TO LOWER THE LANDING GEAR. THE HYDRAULIC FLUID WAS LOST AND A GEAR UP LANDING WAS MADE. THE RETAINING RING OF THE MAIN DOOR ACTUATOR HAD FAILED ALLOWING THE PISTON TO POP OUT OF THE ACTUATOR. THERE WAS A SERVICE LETTER CONCERNING THE CIRCLIP (RETAINING RING) INSPECTION AND REPLACEMENT DETAIL.

Brief of Accident (Continued)

File No. - 213

4/04/84

TUCSON,AZ

A/C Reg. No. N9889M

Time (Lc1) - 1127 PST

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

Finding(s)

1. DOOR, LANDING GEAR - FAILURE, PARTIAL
 2. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED - OTHER MAINTENANCE PSNL
 3. HYDRAULIC SYSTEM, FITTING - FAILURE, PARTIAL
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. FLUID, HYDRAULIC - EXHAUSTION
 5. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
 6. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
 7. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 203 4/23/84 NOGALES,AZ A/C Reg. No. N9953N Time (Lcl) - 1145 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 185
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3500
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-D
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- 180/003 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- SMOKE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NOGALES SONORA,MX
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

NOGALES INT'L
Runway Ident - 03
Runway Lth/Wid - 6000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 196 Last 24 Hrs - UNK/NR
Make/Model- 176 Last 30 Days- UNK/NR
Instrument- 3 Last 90 Days- 82

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED HARD BOUNCED AND SWERVED ON AND OFF THE RWY. WHEN THE ACFT STOPPED THE LEFT MAIN GEAR HAD COLLAPSED. TH
PLT REPORTED THAT THE WIND BLEW HIM BUT THE MANAGER OF THE ARPT SAID THE PLT FLARED TOO HIGH.

Brief of Accident (Continued)

File No. - 203

4/23/84

NOGALES,AZ

A/C Reg. No. N9953N

Time (Lc1) - 1145 MST

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 215 1/10/84 UNION CITY, CA A/C Reg. No. N93086 Time (Lcl) - 1630 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - CESSNA 185
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-D-24
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 - IMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BIGGS, CA
Destination
PALO ALTO, CA

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 - 68
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1218
Make/Model- 245
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 INTO HILLY TERRAIN IN AN ALMOST VERTICAL HIGH SPEED POWER ON DESCENT. A WITNESS ABOUT 64 MILES NORTH OF THE ACCIDENT SITE HAD SEEN AN ACFT THAT MET THE DESCRIPTION OF THE ACCIDENT ACFT "SCUD RUNNING", OR FLYING BENEATH THE LOW CLOUD BASES ABOUT ABOUT 500-600 FT AGL AND HEADING SOUTHBOUND TOWARD THE ACCIDENT AREA.

Brief of Accident (Continued)

File No. - 215

1/10/84

UNION CITY, CA

A/C Reg. No. N93086

Time (Lc1) - 1630 PST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - LOW CEILING
 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

4. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
-

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

Finding(s)

6. 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

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. - 222 4/14/84 LIVERMORE, CA A/C Reg. No. N190W Time (Lcl) - 1244 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	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	-DESCENT					

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

Make/Model	- FOLKE WULF 1903A	Eng Make/Model	- CONTINENTAL O-200	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1080	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 100 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- 030/013 KTS</p> <p>Visibility - 70.0 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;">FREMONT, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">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 style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 56</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 15</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 378</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 53</td> <td>Last 30 Days- 3</td> </tr> <tr> <td>Instrument- 5</td> <td>Last 90 Days- 5</td> </tr> </table>	Total - 378	Last 24 Hrs - 2	Make/Model- 53	Last 30 Days- 3	Instrument- 5	Last 90 Days- 5
Total - 378	Last 24 Hrs - 2							
Make/Model- 53	Last 30 Days- 3							
Instrument- 5	Last 90 Days- 5							

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT CRASHED AFTER STALLING DURING THE INITIAL CLIMB AFTER TAKEOFF. THE PLT HAD CALLED ON THE RADIO TO SAY HE WAS "GOING TO COME BACK AROUND." WHEN ASKED BY THE TOWER IF HE WAS DECLARING AN EMERGENCY HE DID NOT ANSWER. THE ACFT REPORTEDLY WAS MAKING A NOSE HIGH LEFT TURN WHEN THE ACFT NOSED OVER AND DOWN TO THE RIGHT. THE RIGHT WING STRUCK THE GROUND FIRST. A TEST PLT FOR THE ACFT SAID THE RIGHT WING WOULD DROP QUICKLY IN A STALL.

Brief of Accident (Continued)

File No. - 222

4/14/84

LIVERMORE,CA

A/C Reg. No. N190W

Time (Lcl) - 1244 PST

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 223 4/15/84 ONTARIO, CA A/C Reg. No. N4431D Time (Lcl) - 1700 PST

-----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	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	1

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

Make/Model	- CESSNA L-19E	Eng Make/Model	- CONTINENTAL O-470-11	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2430	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 265 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	UNK/NR
Method	SANTA PAULA, CA	
Completeness	Destination	Airport Data
Basic Weather	CHINO, CA	
Wind Dir/Speed	ATC/Airspace	Runway Ident
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	- UNK/NR	

-----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 - 241	Last 24 Hrs - 6
SE LAND	Months Since - 9	Make/Model - 74	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING DESCENT HE USED "LEFT WING DOWN, NOSE YAWED RIGHT, SLIPPING." THE FUEL SELECTOR WAS POSITIONED TO THE LEFT FUEL TANK. A THOUSAND FLT SLIP THE ACFT ENGINE LOST POWER. DURING THE EMERGENCY CORRECTIVE ACTION THE PLT DID NOT USE THE BOOST PUMP. THE BOOST PUMP IS NECESSARY FOR RESTART WHEN FUEL PRESSURE IS INTERUPPTED.

Brief of Accident (Continued)

File No. - 223

4/15/84

ONTARIO,CA

A/C Reg. No. N4431D

Time (Lc1) - 1700 PST

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. FUEL SUPPLY - REDUCED - PILOT IN COMMAND
 4. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
 5. REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 311 4/21/84 PALO ALTO, CA A/C Reg. No. N48201 Time (Lc1) - 1645 PST

-----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	1	0
Accident Occurred During	-LANDING		Pass 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	- 1660	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- 310/011 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - 20000 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 SAME AS ACC/INC</p> <p>Destination LOCAL</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 ON AIRPORT</p> <p>Airport Data PALO ALTO</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 2500/ 65</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 18
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 18
		Instrument- 0
		Last 30 Days- 8
		Last 90 Days- 18

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE STUDENT PLT MADE A HARD BOUNCING LANDING WHICH BROKE THE NOSE GEAR. THE FAA INSPECTOR SAID NEITHER THE FLYING CLUB NOR THE STUDENT'S INSTRUCTOR HAD AUTHORIZED THE FLT. THE STUDENT SAID HE RECEIVED A SLIGHT CONCUSSION & COULD NOT RECALL THE ACCIDENT.

Brief of Accident (Continued)

File No. - 311

4/21/84

PALO ALTO, CA

A/C Reg. No. N48201

Time (Lc1) - 1645 PST

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - 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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 308 1/24/84 ENGLEWOOD, CO A/C Reg. No. N45AM Time (Lcl) - 1840 MST

-----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	1

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

Fire
NONE

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

Make/Model - CESSNA 210D
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-A
Number Engines - 1
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- 280/004 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CRAIG, CO
Destination
ENGLEWOOD, CO

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ARAPAHOE CO.
Runway Ident - 34L
Runway Lth/Wid - 5140/ 77
Runway Surface - ASPHALT
Runway Status - DRY

PRECAUTIONARY LANDING

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

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

Age - 51
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

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

Total	- 7500	Last 24 Hrs	- UNK/NR
Make/Model-	350	Last 30 Days-	4
Instrument-	UNK/NR	Last 90 Days-	28
Multi-Eng -	2500	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS LANDED WITH THE MAIN GEAR RETRACTED AFTER ATTEMPTS TO EXTEND THEM FAILED. AFTER LANDING THE ACFT DEPARTED THE RIGHT SIDE OF THE RWY. POST ACCIDENT EXAMINATION REVEALED THAT THE SECONDARY RELIEF VALVE HAD FAILED IN THE HYDRAULIC POWER PACK. THIS PREVENTED A BUILD-UP OF PRESSURE IN THE HYDRAULIC SYSTEM. THE ACFT HAD ONLY FLOWN 57 HOURS SINCE THE HYDRAULIC POWER PACK WAS OVERHAULED IN JULY 1983.

Brief of Accident (Continued)

File No. - 308

1/24/84

ENGLEWOOD, CO

A/C Reg. No. N45AM

Time (Lc1) - 1840 MST

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

Finding(s)

1. HYDRAULIC SYSTEM, RELIEF VALVE - FAILURE, TOTAL
 2. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
 3. GEAR EXTENSION - NOT POSSIBLE -
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 220 1/28/84 ERIE,CO

A/C Reg. No. N5376T

Time (Lcl) - 1010 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -TEST FLIGHT

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - CESSNA 172E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
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 - 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- UNK/NR
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 3000 FT BROKEN
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

PARKLAND
Runway Ident - 08
Runway Lth/Wid - 4000/ 150
Runway Surface - GRASS/TURF
Runway Status - DRY

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,ME LAND

Age - 56

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1650	Last 24 Hrs	- 1
Make/Model	- 205	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 7
Multi-Eng	- 250	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THIS ACFT HAD NOT HAD AN ANNUAL INSPECTION IN MORE THAN 13 YEARS AND HAD NOT BEEN FLOWN IN 8 YEARS. DURING THE ACCIDENT FLT THE ACFT ENGINE QUIT AFTER 25 MINUTES OF FLT. AFTER THE FORCED LANDING A MECHANIC FOUND THE CARBURETOR BOWL DRY AND THE FUEL LINE VENT STUCK CLOSED. THE FUEL CAPS WERE THE OLD UNVENTED TYPE. AN AD, EFFECTIVE 6/6/79, HAD REQUIRED VENTED CAPS. THE ACFT HAD NOT FLOWN 100 HRS SINCE 1979 SO IT TECHNICALLY WAS NOT AFFECTED BUT A CURRENT ANNUAL WOULD HAVE FOCUSED ATTENTION ON THE NON-COMPLIANCE WITH THE AD.

Brief of Accident (Continued)

File No. - 220

1/28/84

ERIE,CO

A/C Reg. No. N5376T

Time (Lc1) - 1010 MST

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

Finding(s)

1. FUEL SYSTEM,VENT - BLOCKED(TOTAL)
 2. MAINTENANCE,ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND
 3. MAINTENANCE,COMPLIANCE WITH AD - NOT FOLLOWED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 306 2/10/84 MONTE VISTA, CO A/C Reg. No. N7625S Time (Lcl) - 1230 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - BELLANCA 7GCAA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2D
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 - 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

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

PRIVATE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - SNOW - WET

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

Pilot-In-Command

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 355	Last 24 Hrs - UNK/NR
Make/Model- 217	Last 30 Days- UNK/NR
Instrument- 17	Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED ON A SNOW COVERED PRIVATE AIRSTRIP AND NOSED OVER. THE PLT SAID THAT THE 4 INCH DEEP SNOW CAUSED THE ACFT TO GO OVER ON ITS TOP.

Brief of Accident (Continued)

File No. - 306

2/10/84

MONTE VISTA, CO

A/C Reg. No. N7625S

Time (Lcl) - 1230 MST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 346 2/12/84 CRESTED BUTTE, CO A/C Reg. No. N8984P Time (Lcl) - 0907 MST

-----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	1	2

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

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

Make/Model - PIPER PA-24-260
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 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- UNK/NR
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
SAME AS ACC/INC
Destination
REDLANDS, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CRESTED BUTTE
Runway Ident - 11
Runway Lth/Wid - 4500/ 50
Runway Surface - SNOW
Runway Status - SNOW - DRY

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 354
Make/Model- 304
Instrument- 40
Multi-eng - 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 13
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED DURING A FORCED LANDING ON SNOW COVERED TERRAIN AFTER THE ENGINE FAILED DURING CLIMB. AN INVESTIGATION REVEALED THAT THE ACFT HAD 50 WEIGHT OIL IN IT AND THE TEMPERATURE WAS ABOUT 15 DEGREES F. THE ENGINE HAD BEEN, PRE-HEATED FROM THE TOP BECAUSE THE HOSE COULD NOT BE INSERTED THROUGH THE LOWER COWL NEAR THE OIL SUMP. AN ENG TEARDOWN REVEALED THE #3 & #4 CONNECTING ROD CAP BOLTS HAD FAILED AFTER THE ROD BEARINGS HAD "FROZEN" FROM LACK OF LUBRICATION.

Brief of Accident (Continued)

File No. - 346

2/12/84

CRESTED BUTTE, CO

A/C Reg. No. N8984P

Time (Lcl) - 0907 MST

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

Finding(s)

1. FLUID,OIL GRADE - IMPROPER
2. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - COMPANY/OPERATOR MGMT
3. WEATHER CONDITION - TEMPERATURE EXTREMES
4. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
5. FLUID,OIL - MOVEMENT RESTRICTED
6. FLUID,OIL - STARVATION
7. ENGINE ASSEMBLY,CONNECTING ROD - FALSE INDICATION

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation

Finding(s)

8. TERRAIN CONDITION - SLUSH COVERED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 343 2/18/84 LAKE CITY, CO A/C Reg. No. N3893U Time (Lcl) - 1330 MST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier	-DURANGO HELICOPTERS	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire		0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	1
Accident Occurred During	-TAKEOFF		Pass	0	0	5

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

Make/Model	- BELL 206L-3	Eng Make/Model	- ALLISON 250-C30P	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT		
No. of Seats	- 7	Rated Power	- 420 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A				
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 270/001 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- .500 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- 1000 FT BROKEN	Type Apch/Lndg	- UNK/NR		
Obstructions to Vision	- BLOWING SNOW				
Precipitation	- SNOW SHOWER				
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)	
COMMERCIAL	Current - YES	Total - 3045	Last 24 Hrs - 4
SE LAND	Months Since - 8	Make/Model - 2194	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 188	Last 90 Days - 60
			Rotorcraft - 2800

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER TOOK OFF IN MARGINAL VMC CONDITIONS AT CLOSE TO CONDITIONS REQUIRING MAXIMUM PERFORMANCE FOR TAKEOFF. THE PLT ATTEMPTED TO HOVER AT 90 PERCENT RPM WAITING HE SAID "FOR A BREEZE". THE HOVER STIRRED UP SNOW CAUSING A WHITEOUT AND LOSS OF VISUAL CUES. WHEN THE ACFT WAS SETTTLING THE PLT APPLIED 100 PERCENT TO CHECK THE DESCENT BUT THE ACFT STRUCK THE GROUND. AN ARTICLE IN FEB 1984 ISSUE OF FLYING SAFETY HAD SUGGESTIONS FOR THIS TYPE OPERATION WHICH INCLUDES "APPLY SUFFICIENT TORQUE FOR A POSITIVE RATE OF CLIMB."

Brief of Accident (Continued)

File No. - 343

2/18/84

LAKE CITY, CO

A/C Reg. No. N3893U

Time (Lc1) - 1330 MST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. TERRAIN CONDITION - SNOW COVERED
 5. WEATHER CONDITION - WHITEOUT
 6. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

----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. - 212 1/07/84 ZOLFO SPRINGS, FL A/C Reg. No. N73180 Time (Lcl) - 0700 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA T207A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3800
No. of Seats - 2

Eng Make/Model - CONTINENTAL TS10-520M
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 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- CALM
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DAVIS
Runway Ident - 08
Runway Lth/Wid - 3000/ 150
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 41
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 - 11730
Make/Model- UNK/NR
Instrument- 1096
Multi-Eng - 10780
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 TREES AND THE GROUND DURING TAKEOFF IN IMC WEATHER. THE VISIBILITY WAS ZERO DUE TO GROUND FOG. THERE WERE NO KNOWN WITNESSES TO THE ACCIDENT BUT THERE WAS EVIDENCE OF A COLLISION WITH A 60 FT HIGH TREE AT THE END OF THE 3000 FT RWY. IT WAS NOT DETERMINED WHETHER THE PLT USED ALL OF THE RWY. AFTER THE COLLISION WITH THE TREE THE ACFT HIT THE GROUND IN A LEFT BANK AND CARTWHEELED.

Brief of Accident (Continued)

File No. - 212

1/07/84

ZOLFO SPRINGS, FL

A/C Reg. No. N73180

Time (Lc1) - 0700 EST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - OBSCURATION
 3. WEATHER CONDITION - FOG
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. OBJECT - TREE(S)
 6. CLEARANCE - 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) 4,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 317 1/13/84 PENSACOLA, FL A/C Reg. No. N42774 Time (Lcl) - 1800 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	0	1
Accident Occurred During -LANDING			0	0	0

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

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 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 - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	FERGUSON
Wind Dir/Speed- 080/004 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 200
Lowest Sky/Clouds - 4500 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 4500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI,MILITARY	Current - YES	Total - 1056
SE LAND	Months Since - 3	Make/Model- 19
	Aircraft Type - UNK/NR	Instrument- 72
		Multi-Eng - 75
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE ENG BEGAN LOSING POWER AT ABOUT 200 FT AGL. THE PLT APPLIED CARB HEAT & BEGAN A DESCENT. POWER WAS RESTORED FOR ABOUT 5 SEC, THEN ALL POWER WAS LOST. THE ACFT WAS LANDED STRAIGHT AHEAD IN A WOODEN SWAMPY AREA & WAS SUBSTANTIALLY DAMAGED. NO EVIDENCE OF A PREIMPACT MECHANICAL FAILURE WAS FOUND. THE TEMP & DEW POINT WERE 55 & 45 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, SERIOUS ICING CONDITIONS PREVAILED.

Brief of Accident (Continued)

File No. - 317

1/13/84

PENSACOLA, FL

A/C Reg. No. N42774

Time (Lcl) - 1800 EST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. FUEL SYSTEM, CARBURETOR - ICE
-

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

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

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. - 267 1/16/84 HOMESTEAD, FL A/C Reg. No. N6736Q Time (Lcl) - 1015 EST

-----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	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING			0	0	0	0

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

Make/Model - GRUMMAN AG-CAT	Eng Make/Model - P & W R-985 SERIES	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 6300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	HOMESTEAD, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed - 020/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1500 FT OBSCURED	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE 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) - NONE

-----Narrative-----

THE ACFT CRASHED DURING A FORCED LANDING AFTER THE ENGINE LOST POWER. INVESTIGATION REVEALED THAT THAT # 8 CYLINDER FAILED. THE ORIGINAL CRACKING WAS DETERMINED TO BE FROM FATIGUE.

Brief of Accident (Continued)

File No. - 267

1/16/84

HOMESTEAD, FL

A/C Reg. No. N6736Q

Time (Lc1) - 1015 EST

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
 2. ENGINE ASSEMBLY, CYLINDER - FATIGUE
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 341 1/23/84 FT.MYERS,FL A/C Reg. No. N9382Q Time (Lcl) - 1112 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ASHEVILLE FLYING SER.,INC	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING			0	0	0	4

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

Make/Model	- BEECH 58	Eng Make/Model	- LYCOMING IO-520	ELT Installed/Activated	- YES/NO
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	- 285 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	MACON,GA			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		PAGE FIELD	
Wind Dir/Speed	- 090/018 KTS	ATC/Airspace		Runway Ident	- 05
Visibility	- 15.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 6401/ 150
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 10000 FT	Type Apch/Lndg	- FULL STOP	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)	
ATP,CFI	Current - YES	Total - 4500	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 10	Make/Model- 1100	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 660	Last 90 Days- 230
		Multi-Eng - 2300	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ROLLING ON THE RWY AFTER A SMOOTH LANDING WHEN THE LEFT TIRE BLEW OUT AND THE LEFT LANDING GEAR COLLAPSED. THE ACFT SWERVED TO THE LEFT INTO THE WIND AND SLID OFF THE LEFT SIDE OF THE RWY. ACCORDING TO THE PLT, THE WIND WAS FROM 090 DEG AT 18 GUSTING 26 KTS.

Brief of Accident (Continued)

File No. - 341

1/23/84

FT.MYERS,FL

A/C Reg. No. N9382Q

Time (Lc1) - 1112 EST

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

Finding(s)

1. LANDING GEAR,TIRE - FAILURE,TOTAL
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

2. LANDING GEAR,MAIN GEAR - OVERLOAD
 3. DIRECTIONAL CONTROL - NOT PERFORMED -
 4. GROUND LOOP/SWERVE - 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. - 253 2/08/84 CLEARWATER, FL A/C Reg. No. N5310M Time (Lcl) - 1144 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
SUBSTANTIAL
Fire
NONE

		Injuries			
		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/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 060/010 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
CLEARWATER, FL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

CLEARWATER
Runway Ident - 33
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 51
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	64
Last 24 Hrs	1
Last 30 Days	UNK/NR
Last 90 Days	7

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE INSTRUCTOR/WITNESS, THE STUDENT PLT LOST CONTROL OF THE ACFT DURING A CROSS-WIND LANDING. THE ACFT BOUNCED OFF THE RWY INTO THE DIRT AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 253

2/08/84

CLEARWATER, FL

A/C Reg. No. N5310M

Time (Lcl) - 1144 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
6. AIRSPEED - ABOVE - PILOT IN COMMAND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 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) 2,3,4,5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 246 2/12/84 PINELLAS PARK, FL A/C Reg. No. N4501T Time (Lcl) - 2057 EST

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	UNK/NR
Method - TELEPHONE	LAGRANGE, GA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FT. MEYERS, FL	
Wind Dir/Speed- 090/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 11	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT CRASHED DURING A FORCED LANDING AFTER THE ENGINE QUIT. AFTER THE CRASH NO FUEL WAS FOUND IN THE FUEL TANKS. THE PLT STATED THAT HE ENCOUNTERED STRONG X-WINDS AND DEVIATED FROM PLANNED COURSE. WHEN HE REALIZED FUEL WAS LOW HE "DECLARED EMERGENCY" BUT IT WAS TOO LATE TO MAKE A SAFE LANDING.

Brief of Accident (Continued)

File No. - 246

2/12/84

PINELLAS PARK, FL

A/C Reg. No. N4501T

Time (Lcl) - 2057 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - IMPROPER - 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) 2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 252 2/15/84 ARCADIA, FL A/C Reg. No. N9932J Time (Lcl) - 1124 EST

-----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	0
Accident Occurred During	-DESCENT					

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

Make/Model	- CESSNA T-188	Eng Make/Model	- CONTINENTAL TS10-520	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 4400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 320 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	UNK/NR	NONE
Wind Dir/Speed	- 100/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 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		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND, ME LAND	Months Since	- 14	Make/Model
	Aircraft Type	- UNK/NR	Instrument
			Multi-Eng
			Last 24 Hrs
			Last 30 Days
			Last 90 Days
			Rotorcraft

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS MANEUVERING AT LOW ALT AND LOW AIRSPEED DURING AERIAL APPLICATION. DURING A STEEP (80 BANK) THE ACFT STALLED AND CRASHED.

Brief of Accident (Continued)

File No. - 252

2/15/84

ARCADIA, FL

A/C Reg. No. N9932J

Time (Lcl) - 1124 EST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. MANEUVER - EXCESSIVE - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - UNCONTROLLED - 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 254 2/15/84 LAKE PLACID, FL A/C Reg. No. N44816 Time (Lcl) - 1745 EST

-----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 - HARVEY CONDOR 3+2	Eng Make/Model - KAWASAKI TC-440A	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 - 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	NONE
Wind Dir/Speed- 040/010 KTS	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 - GRASS/TURF
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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 85
SE LAND	Months Since - UNK/NR	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 5
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT REPORTED THAT A PARACHUTE LINE CONTACTED THE ENGINE ON/OFF SWITCH AND SHUT OFF THE ENGINE.

Brief of Accident (Continued)

File No. - 254

2/15/84

LAKE PLACID, FL

A/C Reg. No. N44816

Time (Lc1) - 1745 EST

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL SUPPLY - INADVERTENT DEACTIVATION - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 247 2/16/84 CEDAR KEY, FL A/C Reg. No. N6357 Time (Lcl) - 1100 EST

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

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

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

Make/Model - BELL 47-G	Eng Make/Model - FRANKLIN 6V-350A	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 - 2	Rated Power - 235 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CEDAR KEY, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CEDAR KEY, FL	GEORGE T LEWIS
Wind Dir/Speed- 340/004 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 100
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND, SE SEA	Months Since - 9	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - 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 HELICOPTER TURNED AND DESCENDED FROM AN OUT OF GROUND EFFECT HOVER. THE RPMS DROPPED AND THE ACFT HIT THE GROUND HARD.

Brief of Accident (Continued)

File No. - 247

2/16/84

CEDAR KEY, FL

A/C Reg. No. N6357

Time (Lc1) - 1100 EST

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
 3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. FLARE - NOT ATTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 266 2/17/84 ST AUGUSTINE, FL A/C Reg. No. N1767W Time (Lcl) - 1700 EST

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

Fire
NONE

Crew
Pass

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

Make/Model - BEECH 95-B55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 6

Eng Make/Model - CONT MOTOR IO-470-L
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 - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 070/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
N MYRTLE BEACH, SC
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ST AUGUSTINE
Runway Ident - 13
Runway Lth/Wid - 7000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 51
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- UNK/NR
Last 24 Hrs	- 4
Last 30 Days	- UNK/NR
Last 90 Days	- UNK/NR
Rotorcraft	- UNK/NR

Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED WITH ITS LEFT MAIN GEAR JAMMED IN THE UP POSITION. SINCE THE LANDING GEAR WARNING AND INDICATING SYSTEM INDICATED ALL NORMAL THE CREW WAS UNAWARE OF THE PROBLEM UNTIL THE ROLL OUT. INVESTIGATION REVEALED THAT THE LEFT MAIN GEAR ACTUATING MOTOR CONTINUED TO OPERATE EXTENDING THE NOSE GEAR AND RIGHT LANDING GEAR TO THE DOWN POSITION. THE LEFT MAIN GEAR ACTUATING ROD FAILED FROM FORCES INDUCED BY THE LANDING GEAR ACTUATING MOTOR TRIGGERING THE FALSE INDICATION OF THE GREEN GEAR LIGHT WHICH IS ACTIVATED BY A MICRO-SWITCH ON THE MOTOR.

Brief of Accident (Continued)

File No. - 266

2/17/84

ST AUGUSTINE, FL

A/C Reg. No. N1767W

Time (Lc1) - 1700 EST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, MAIN GEAR - JAMMED
 2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 3. LANDING GEAR, GEAR WARNING SYSTEM - FAILURE, TOTAL
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 5. LANDING GEAR, GEAR INDICATING SYSTEM - FAILURE, TOTAL
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 318 3/18/84 LAKELAND, FL A/C Reg. No. N688 Time (Lcl) - 1800 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

DESTROYED

Fire

NONE

Crew 1
Pass 1

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - ALLEVA STARDUSTER SA300
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1929
No. of Seats - 2

Eng Make/Model - LYCOMING O-360

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 280/007 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

LAKELAND, FL

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, ME LAND, SE SEA

Age - 38

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6000

Make/Model- 175

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 OWNER/BUILDER OF THE ACFT & HIS WIFE WERE FLYING AT APRX 800 FT AGL WHEN THE PLANE ROLLED TO A NEAR INVERTED ATTITUDE & ENTERED A DIVE. BEFORE ENTERING THE MANEUVER, THE PLT WAS OBSERVED WAVING TO FRIENDS & ACQUAINTANCES WHO RESIDED IN THE AREA. BEFORE RECOVERING, THE ACFT IMPACTED IN A NEAR WINGS LEVEL, 30 DEG NOSE DOWN ATTITUDE. NO EVIDENCE OF A PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE DIVE WAS DESCRIBED AS A SPLIT-S TYPE OF MANEUVER. THE PLT'S WIFE, WHO WAS ALSO A RATED PLT, WAS PRESUMED TO HAVE BEEN A PASSENGER ON THIS FLT.

Brief of Accident (Continued)

File No. - 318

3/18/84

LAKELAND, FL

A/C Reg. No. N688

Time (Lc1) - 1800 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 359 2/15/84 ATLANTA,GA A/C Reg. No. N6070D Time (Lcl) - 2023 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation	-SCHEDULED,DOMESTIC,CARGO	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor
Accident Occurred During	-LANDING - FLARE/TOUCHDOWN			0	0	0
						None
						1
						0

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

Make/Model	- PIPER PA-60	Eng Make/Model	- LYCOMING IO-540-G1BS	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 290 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NWS	ON AIRPORT	
Method	- UNK/NR		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	HARTSFIELD INTERNATIONAL	
Wind Dir/Speed	- CALM	Runway Ident	- 27R
Visibility	- 20.0 SM	Runway Lth/Wid	- 8000/ 150
Lowest Sky/Clouds	- 25000 FT SCATTERED	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

-----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	- 3320
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model-	460
	Aircraft Type - UNK/NR	Instrument-	283
		Multi-Eng -	1480
		Last 24 Hrs -	5
		Last 30 Days-	UNK/NR
		Last 90 Days-	287
		Rotorcraft -	5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL APPROACH THE PLT NOTED AN UNSAFE NOSE GEAR INDICATION. TOWER PERSONNEL WERE UNABLE TO DETERMINE GEAR POSITION DURING A FLY-BY. DURING LANDING TOUCHDOWN THE NOSE GEAR COLLAPSED. INVESTIGATION REVEALED THE ACFT HAD A BROKEN BOLT IN THE NOSE GEAR STEERING DAMPNER. THIS DAMAGE HAD OCCURRED DURING GROUND HANDLING PRIOR TO DEPARTURE BUT A MECHANIC TOLD THE PILOT IT WAS OK TO OPERATE THE ACFT.

Brief of Accident (Continued)

File No. - 359

2/15/84

ATLANTA,GA

A/C Reg. No. N6070D

Time (Lc1) - 2023 EST

Occurrence

NOSE GEAR COLLAPSED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,PARTIAL
2. PROCEDURES/DIRECTIVES - NOT USED - OTHER MAINTENANCE PSNL

-----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. - 259 2/17/84 KENNESAW,GA A/C Reg. No. N34627 Time (Lcl) - 1430 EST

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

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

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

Make/Model - CESSNA 177B	Eng Make/Model - LYCOMING O-360-A1F6D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point MACON,GA	Airport Data MCCOLLUM
Method - IN PERSON	Destination KENNESAW,GA	Runway Ident - 27
Completeness - FULL	ATC/Airspace	Runway Lth/Wid - 4580/ 75
Basic Weather - VMC	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Wind Dir/Speed- 285/010 KTS	Type of Clearance - NONE	Runway Status - DRY
Visibility - 7.0 SM	Type Apch/Lndg - GO AROUND	
Lowest Sky/Clouds - UNK/NR THIN OVC		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	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 - UNK/NR	Make/Model- 250
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED DURING LANDING AND WHEN IT STARTED TO VEER OFF THE RWY THE PLT ATTEMPTED A GO-AROUND. THE ACFT COLLIDED WITH TREES AND CAME TO REST IN A SMALL DITCH.

Brief of Accident (Continued)

File No. - 259

2/17/84

KENNESAW,GA

A/C Reg. No. N34627

Time (Lcl) - 1430 EST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - DITCH
 6. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 233 3/03/84 KENNESAW,GA

A/C Reg. No. N6320W

Time (Lcl) - 1740 EST

-----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 P210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520P
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 270/005 KTS
Visibility - 7.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DETROIT,MI

Destination
KENNESAW,GA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MCCOLLUM

Runway Ident - 09

Runway Lth/Wid - 4580/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND
HELICOPTER

Age - 30

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 938

Make/Model- 53

Instrument- 10

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 7

Rotorcraft - 157

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING A FORCED LANDING AFTER A POWER LOSS. THE PLT STATED DURING A POST ACCIDENT INTERVIEW THAT HE DID NOT SWITCH TANKS DURING THE POWER LOSS SEQUENCE. INVESTIGATION REVEALED THAT THE RIGHT FUEL TANK WAS EMPTY. ABOUT 1/2 OZ OF FUEL WAS DRAINED FROM THE GASCOLATOR AND ABOUT 14 OZ FROM THE RESERVIOR TANK, THE LEFT TANK WAS MEASURED AND FOUND TO CONTAIN ABOUT 29 GAL OF FUEL.

Brief of Accident (Continued)

File No. - 233

3/03/84

KENNESAW,GA

A/C Reg. No. N6320W

Time (Lc1) - 1740 EST

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
 3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 4. EMERGENCY PROCEDURE - IMPROPER - 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) 2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 319 3/07/84 ATLANTA,GA A/C Reg. No. N62849 Time (Lc1) - 0620 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-WILLIFORD AVIATION INC	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire					
Flight Conducted Under	-14 CFR 135	NONE					
Accident Occurred During	-STANDING						

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

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

Make/Model	- PIPER PA 31-350	Eng Make/Model	- LYCOMING TIO-540 SER	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 310 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	SAME AS ACC/INC			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	GREER,SC		WILLIAM B HARTFIELD ARPT	
Wind Dir/Speed	- 310/010 KTS			Runway Ident	- 26
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- 10000/ 150
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Type of Clearance	- UNK/NR	Runway Status	- UNK/NR
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAWN				

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

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2758	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 1	Make/Model - 240	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 113
		Multi-Eng - 503	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCREWS OF A PIPER PA-31, N62849, & A PIPER PA-30, N7047Y, PROCEEDED TO TAXI AT DAWN FROM A CARGO RAMP TO RWY 26. THEIR TAXI ROUTE WAS DOWN A PARALLEL TAXIWAY. THE PA-31 PLT STOPPED AT A GLIDE SLOPE HOLD LINE WHICH WAS LOCATED NEAR THE END OF THE PARALLEL TAXIWAY. WHILE HE WAS WAITING FOR AN ACFT TO LAND, THE PA-30 CONVERGED FROM HIS REAR. THE PLT OF THE PA-30 SAID HE DID NOT SEE THE PA-31 IN THE DARKNESS UNTIL IT WAS TOO LATE TO STOP. HE DID NOT SEE ANY LIGHTS ON THE PA-31, EXCEPT A WHITE POSITION LIGHT. ALSO, HE REPORTED THAT HIS VISION WAS DETERRED BY THE LANDING LIGHTS OF THE ACFT ON FINAL APCH. BOTH ACFT WERE SUBSTANTIALLY DAMAGED BY IMPACT.

Brief of Accident (Continued)

File No. - 319

3/07/84

ATLANTA, GA

A/C Reg. No. N62849

Time (Lc1) - 0620 EST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. LIGHT CONDITION - DAWN
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT OF OTHER AIRCRAFT
 4. OBJECT - AIRCRAFT MOVING ON GROUND
-

-----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. - 319 3/07/84 ATLANTA,GA

A/C Reg. No. N7047Y

Time (Lcl) - 0620 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-READI AIR INC	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0
Accident Occurred During	-TAXI		Other	0	0	0	0	1

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

Make/Model	- PIPER PA-30	Eng Make/Model	- LYCOMING IO-320	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 160 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TAMPA,FL	WILLIAM B HARTFIELD AIRPO
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10000/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----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 - 3147	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 6	Make/Model- 419	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 276	Last 90 Days- 181
		Multi-Eng - 1065	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCREWS OF A PIPER PA-31, N62849, & A PIPER PA-30, N7047Y, PROCEEDED TO TAXI AT DAWN FROM A CARGO RAMP TO RWY 26. THEIR TAXI ROUTE WAS DOWN A PARALLEL TAXIWAY. THE PA-31 PLT STOPPED AT A GLIDE SLOPE HOLD LINE WHICH WAS LOCATED NEAR THE END OF THE PARALLEL TAXIWAY. WHILE HE WAS WAITING FOR AN ACFT TO LAND, THE PA-30 CONVERGED FROM HIS REAR. THE PLT OF THE PA-30 SAID HE DID NOT SEE THE PA-31 IN THE DARKNESS UNTIL IT WAS TOO LATE TO STOP. HE DID NOT SEE ANY LIGHTS ON THE PA-31, EXCEPT A WHITE POSITION LIGHT. ALSO, HE REPORTED THAT HIS VISION WAS DETERRED BY THE LANDING LIGHTS OF THE ACFT ON FINAL APCH. BOTH ACFT WERE SUBSTANTIALLY DAMAGED BY IMPACT,

Brief of Accident (Continued)

File No. - 319

3/07/84

ATLANTA,GA

A/C Reg. No. N7047Y

Time (Lcl) - 0620 EST

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

Finding(s)

1. LIGHT CONDITION - DAWN
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. OBJECT - AIRCRAFT PARKED

----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. - 380 5/20/84 KENNESAW, GA A/C Reg. No. N4443M Time (Lcl) - 1020 EDT

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

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

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

Make/Model	- CONDOR III	Eng Make/Model	- KAWASAKI TC-440-LC	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	- 2	Rated Power	- 250 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRSTRIP	
Method	- N/A	CALHOUN, GA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		GA LITE FLITE	
Wind Dir/Speed	- 200/015 KTS			Runway Ident	- UNK/NR
Visibility	- 25.0 SM	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- ROUGH
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 9000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 8	Make/Model - 14	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 700	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TWO PLACE ULTRALIGHT ACFT CRASHED 30FT SHORT OF THE RWY DUE TO FUEL EXHAUSTION. THE ACFT HAD BEEN FLYING INTO A HEAD WIND OF 13 KNOTS AT AN INDICATED AIRSPEED OF 40 KNOTS. THE ACFT IMPACTED IN SOME UNDERBRUSH.

Brief of Accident (Continued)

File No. - 380

5/20/84

KENNESAW,GA

A/C Reg. No. N4443M

Time (Lcl) - 1020 EDT

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
 2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 390

3/25/84

OELWEIN,IA

A/C Reg. No. N2128P

Time (Lcl) - 1730 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

NONE
Fire
NONE

Crew 0
Pass 0

Fatal 0
0

Injuries

Serious 0
Minor 0

None 1
0

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

Make/Model - PIPER PA-23-150
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 5

Eng Make/Model - LYCOMING O-320-AIA
Number Engines - 2
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- 110/006 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
OELWEIN,IA
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 - 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,SE SEA

Age - 58

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1553
Make/Model- 601
Instrument- 105
Multi-Eng - 601
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 1
Rotorcraft - 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED GEAR UP. THE PILOT SAID HE WAS DISTRACTED BY THE CALL OF ANOTHER ACFT ON UNICUM & BEGAN LOOKING FOR THAT ACFT IN OR NEAR THE TRAFFIC PATTERN.

Brief of Accident (Continued)

File No. - 390

3/25/84

OELWEIN,IA

A/C Reg. No. N2128P

Time (Lc1) - 1730 CST

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

Finding(s)

1. CHECKLIST - 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 204 3/15/84 PRESTON, ID A/C Reg. No. N48757 Time (Lc1) - 1800 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

NONE
Fire
NONE

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

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

Make/Model - CESSNA 152II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 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- 170/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 4500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PRESTON
Runway Ident - 03
Runway Lth/Wid - 3170/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 17
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	Last 24 Hrs	Last 30 Days	Last 90 Days
11	1	UNK/NR	1
Make/Model- 11			
Instrument- 0			

Instrument Rating(s) - NONE

-----Narrative-----

THE SOLO STUDENT PLT WAS MAKING A TAKEOFF AFTER A TOUCH-AND-GO LANDING. THE ACFT SWERVED TO THE LEFT, COLLIDED WITH A SNOWBANK, AND NOSED OVER.

Brief of Accident (Continued)

File No. - 204

3/15/84

PRESTON, ID

A/C Reg. No. N48757

Time (Lcl) - 1800 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

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

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. - 248 3/22/84 HAILEY, ID A/C Reg. No. N85763 Time (Lcl) - 1200 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A65-8E
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
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- 130/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAILEY, ID
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FRIEDMAN MEMORIAL
Runway Ident - 13
Runway Lth/Wid - 6600/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 59

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7339	Last 24 Hrs	- UNK/NR
Make/Model-	10	Last 30 Days-	UNK/NR
Instrument-	215	Last 90 Days-	121
Multi-Eng -	925		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT ATTEMPTED TO TAXI BACK ON THE ACTIVE RWY AFTER LANDING AND GROUNDLOOPED. DURING THE SWERVE THE LEFT WING CONTACTED A SNOW BANK. THE STUDENT PLT RECOMMENDED NO TAIL-UP TAXIING.

Brief of Accident (Continued)

File No. - 248

3/22/84

HAILEY, ID

A/C Reg. No. N85763

Time (Lc1) - 1200 MST

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

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - 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) 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. - 235 4/13/84 CHALLIS, ID A/C Reg. No. N3907J Time (Lcl) - 1730 PST

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

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

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

Make/Model	- CESSNA 150	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	- 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	SAME AS ACC/INC	CHALLIS	
Wind Dir/Speed	- CALM		Runway Ident	- 16
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- 4600/ 60
Lowest Sky/Clouds	- CLEAR	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 - UNK/NR	Medical Certificate	- UNK/NR	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
STUDENT	Current	- N/A	Total	- 51
	Months Since	- N/A	Make/Model	- 51
	Aircraft Type	- N/A	Instrument	- 0
			Last 24 Hrs	- 4
			Last 30 Days	- UNK/NR
			Last 90 Days	- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ON A SUPERVISED SOLO FLT MADE A HARD LANDING AND DURING THE BOUNCING THE ACFT HIT NOSE GEAR FIRST. THE NOSE GEAR COLLAPSED AND THE ACFT SLID TO A STOP IN A NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 235

4/13/84

CHALLIS, ID

A/C Reg. No. N3907J

Time (Lcl) - 1730 PST

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 391 5/17/84 CRAIGMONT, ID A/C Reg. No. N48373 Time (Lcl) - 1615 PDT

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

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

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

Make/Model - GRUMMAN G-164	Eng Make/Model - P&W 1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 6075	Engine Type - TURBOSHAFT	
No. of Seats - 1	Rated Power - 6100 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- 310/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9210
SE LAND, ME LAND	Months Since - 14	Make/Model- 3500
	Aircraft Type - UNK/NR	Instrument- 5
		Multi-Eng - 10
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

DURING AERIAL APPLICATION THE ENGINE LOST POWER & A FORCED LANDING WAS INITIATED TO A WHEAT FIELD. DURING THE LANDING APPROACH THE ACFT STALLED AT ABOUT 10 TO 20 FEET AGL. THE ACFT LANDED HARD AND FLIPPED OVER. EXAMINATION OF THE ENGINE REVEALED A BROKEN MASTER ROD.

Brief of Accident (Continued)

File No. - 391

5/17/84

CRAIGMONT, ID

A/C Reg. No. N48373

Time (Lcl) - 1615 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, MASTER ROD - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)

2. STALL - PERFORMED - PILOT IN COMMAND

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 286 1/02/84 GALESBURG,IL A/C Reg. No. N317VA Time (Lc1) - 2130 CST

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

Type Operating Certificate	-COMMUTER	Aircraft Damage		Injuries			
Name of Carrier	-BRITT AIRWAYS,INC.	SUBSTANTIAL					
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Accident Occurred During	-TAXI			0	0	0	9

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

Make/Model	- BEECH BE-99	Eng Make/Model	- U/A CANADA PT6A-20	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10400	Engine Type	- TURBOPROP		
No. of Seats	- 17	Rated Power	- 550 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point	ON AIRPORT	
Method	- IN PERSON	SAME AS ACC/INC		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- IMC	STERLING,IL		
Wind Dir/Speed	- 240/008 KTS	ATC/Airspace	Runway Ident	- UNK/NR
Visibility	- .600 SM	Type of Flight Plan	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	Runway Surface	- UNK/NR
Lowest Ceiling	- 400 FT OVERCAST	Type Apch/Lndg	Runway Status	- UNK/NR
Obstructions to Vision	- FOG			
Precipitation	- NONE			
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)	
COMMERCIAL,ATP,MILITARY	Current - YES	Total - 8639	Last 24 Hrs - 0
SE LAND,ME LAND	Months Since - 2	Make/Model- 4078	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 850	Last 90 Days- 196
		Multi-Eng - 8639	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE MAIN GEAR RETRACTED WHILE THE ACFT WAS BEING TAXIED TO THE TAXIOFF POSITION. INVESTIGATION REVEALED THAT A LANDING GEAR MAINTENANCE VALVE PN22400-1, SN19 MANUFACTURED BY AIRRIGHT INC HAD CORRODED AND WAS ALLOWING STRAY VOLTAGE TO CYCLE THE LANDING GEAR RETRACTION SYSTEM.

Brief of Accident (Continued)

File No. - 286

1/02/84

GALESBURG,IL

A/C Reg. No. N317VA

Time (Lc1) - 2130 CST

Occurrence GEAR COLLAPSED
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - IMPROPER
 2. ELECTRICAL SYSTEM,ELECTRIC SWITCH - CORRODED
-

----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. - 239 1/08/84 PLATO CENTER,IL A/C Reg. No. N2396U Time (Lcl) - 0830 CST

-----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 150G	Eng Make/Model - CONTINENTAL O-200	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 - 95 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	OLSON
Wind Dir/Speed- 350/014 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 100
Lowest Sky/Clouds - UNK/NR 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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 15000
SE LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE LOST POWER. AFTER THE ACCIDENT OIL SAMPLES FROM THE ACFT WERE ANALYZED AND FOUND TO CONTAIN ANTI-FREEZE. THE ACFT OWNER SUSPECTED SABOTAGE.

Brief of Accident (Continued)

File No. - 239

1/08/84

PLATO CENTER, IL

A/C Reg. No. N2396U

Time (Lcl) - 0830 CST

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

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - CRACKED
 2. SABOTAGE - INTENTIONAL - OTHER PERSON
 3. ENGINE ASSEMBLY, CYLINDER - BURNED
 4. FLUID, OIL - CONTAMINATION
-

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

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

Finding(s)

5. TERRAIN CONDITION - SNOWBANK
-

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

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

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. - 351 2/26/84 MANHATTAN,IL A/C Reg. No. N4972H Time (Lcl) - 1215 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal				
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 -MANEUVERING						

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

Make/Model - CESSNA 152-II	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	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	FRANKFORT,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 060/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Visioh- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 16	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 23
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 23
		Last 30 Days- 1
		Instrument- 4
		Last 90 Days- 6

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS OBSERVED ENTERING A SPIN FROM A NOSE HIGH ATTITUDE FROM WHICH IT FAILED TO RECOVER. THE STUDENT PILOT WAS SEEN WAVING TO HIS FAMILY AS THE ACFT CIRCLED IN THE VICINITY OF HIS PARENT'S HOME. THERE WAS NO EVIDENCE OF PREIMPACT FAILURE OR MALFUNCTION OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 351

2/26/84

MANHATTAN,IL

A/C Reg. No. N4972H

Time (Lcl) - 1215 CST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
-

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 256 3/14/84 CHICAGO, IL

A/C Reg. No. N777CS

Time (Lcl) - 2230 CST

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

Type Operating Certificate	AIR CARRIER - ALL CARGO	Aircraft Damage						
Name of Carrier	MIDWEST AVIATION CORP.	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	SCHEDULED, DOMESTIC, CARGO	Fire	Crew	0	0	0	2	
Flight Conducted Under	14 CFR 135	NONE	Pass	0	0	0	0	
Accident Occurred During	LANDING							

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

Make/Model	CESSNA 401	Eng Make/Model	CONT MOTOR TSIO-520-E	ELT Installed/Activated	YES/NO
Landing Gear	TRICYCLE-RETRACTABLE	Number Engines	2	Stall Warning System	YES
Max Gross Wt	6300	Engine Type	RECIP-FUEL INJECTED		
No. of Seats	8	Rated Power	300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	FSS	Last Departure Point		ON AIRPORT	
Method	UNK/NR	MADISON, WI			
Completeness	WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	IMC	SAME AS ACC/INC		MIDWAY	
Wind Dir/Speed	170/014 KTS			Runway Ident	13R
Visibility	2.500 SM	ATC/Airspace		Runway Lth/Wid	6519/ 175
Lowest Sky/Clouds	UNK/NR	Type of Flight Plan	IFR	Runway Surface	CONCRETE
Lowest Ceiling	600 FT OVERCAST	Type of Clearance	IFR	Runway Status	WET
Obstructions to Vision	FOG	Type Apch/Lndg	ILS-COMPLETE		
Precipitation	NONE		FULL STOP		
Condition of Light	NIGHT(DARK)				

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate	VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 8326	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 436	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 701	Last 90 Days - 143
		Multi-Eng - 7110	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFTS LEFT MAIN GEAR COLLAPSED DURING THE LANDING ROLL. INVESTIGATION REVEALED THAT THE BOLT ON THE TOP PORTION OF THE LH BELLCRANK ASSEMBLY WAS SHEARED OFF. ONE OF THE TANGS AT THE BOTTOM OF THE BELLCRANK WAS ALSO BROKEN. WHEN EXAMINED UNDER A 10 POWER MICROSCOPE THE FRACTURED REVEALED INSTANTANEOUS OVERLOAD CHARACTERISTICS.

Brief of Accident (Continued)

File No. - 256

3/14/84

CHICAGO,IL

A/C Reg. No. N777CS

Time (Lcl) - 2230 CST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,TOTAL
2. MAINTENANCE - POOR - COMPANY MAINTENANCE PSNL

-----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. - 354 3/21/84 JOLIET, IL A/C Reg. No. N260RA Time (Lc1) - 0900 CST

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

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

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

Make/Model	- CESSNA 421C	Eng Make/Model	- CONTINENTAL GTS10-520-N	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 375 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- 300/018 KTS</p> <p>Visibility - 2.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 800 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - SNOW</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>WASH COURT HOUS, OH</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 - IFR</p> <p>Type Apch/Lndg - VOR/TVOR</p> <p>VALLEY/TERRAIN FOLLOWING</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>JOLIET PARK DIST.</p> <p>Runway Ident - 12</p> <p>Runway Lth/Wid - 2970/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - SNOW - 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>Age - 32</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</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 - 3430</td> <td>Last 24 Hrs - 4</td> </tr> <tr> <td>Make/Model- 70</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 390</td> <td>Last 90 Days- 90</td> </tr> <tr> <td>Multi-Eng - 980</td> <td></td> </tr> </table>	Total - 3430	Last 24 Hrs - 4	Make/Model- 70	Last 30 Days- UNK/NR	Instrument- 390	Last 90 Days- 90	Multi-Eng - 980	
Total - 3430	Last 24 Hrs - 4									
Make/Model- 70	Last 30 Days- UNK/NR									
Instrument- 390	Last 90 Days- 90									
Multi-Eng - 980										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT PICKED UP MODERATE TO SEVERE ICING WHICH THE PILOT THOUGHT HE HAD SHAKEN OFF AS HE CYCLED THE DEICE BOOTS. HE SAW THE ICE COME OFF OF THE WINGS BUT COULD NOT SEE THE HORIZONTAL STABILIZER. ON SHORT FINAL AT 100 KTS THE CONTROL YOKE BEGAN VIBRATING. HE INCREASED AIRSPEED & LOWERED THE NOSE BUT WAS UNABLE TO FLARE RESULTING IN A HARD LANDING. CLEAR ICE CHUNKS WERE FOUND ON THE RUNWAY WHICH APPARENTLY BROKE OFF ON LANDING. AN OPERATIONAL CHECK OF THE DEICE BOOTS PERFORMED AT A LATER DATE WAS SATISFACTORY ON BOTH THE WING & HORIZONTAL STABILIZER SURFACES.

Brief of Accident (Continued)

File No. - 354

3/21/84

JOLIET,IL

A/C Reg. No. N260RA

Time (Lc1) - 0900 CST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. ANTI-ICE/DE-ICE SYSTEM - DELAYED - PILOT IN COMMAND
3. FLARE - NOT POSSIBLE - 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. - 297 3/28/84 WEST CHICAGO, IL A/C Reg. No. N4715A Time (Lc1) - 1450 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - CESSNA P210N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-AF
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 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- 040/022 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CRYSTAL LAKE, IL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

DUPAGE
Runway Ident - 10
Runway Lth/Wid - 4000/ 75
Runway Surface - CONCRETE
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 2079
Make/Model-	300
Instrument-	126
Multi-Eng -	30
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT A NORMAL LANDING WAS MADE. AFTER LANDING DURING THE ROLLOUT THE ACFT WEATHERVANED AND THE PLT SAID HE HEARD A "CHATTERING" NOISE. THE ACFT SKIPPED SIDEWAYS OFF THE RWY INTO THE MUD. WINDS WERE GUSTING 32 KTS. THE PLT STATED HE WAS OVER CONFIDENT IN HIS ABILITY TO HANDLE A VERY STRONG X-WIND & SHOULD HAVE LANDED ON RWY 4.

Brief of Accident (Continued)

File No. - 297

3/28/84

WEST CHICAGO, IL

A/C Reg. No. N4715A

Time (Lc1) - 1450 CST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - CROSSWIND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 6. 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) 3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 207 4/11/84 HOFFMAN ESTATES, IL A/C Reg. No. N8400B Time (Lcl) - 1155 CST

-----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	1
Accident Occurred During -LANDING			0	0	0
					None

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	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 - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SCHAUMBURG, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 110/008 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 - 25000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
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)
STUDENT	Current - N/A	Total - 84
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 84
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER IN A PLOWED FIELD AFTER THE PLT MADE AN OFF-ARPT LANDING. THE PLT SAID HE WAS PRACTICING TURNS AROUND A POINT WHEN HE NOTICED A LOSS OF ALT AND A SPUTTERING OF THE ENGINE. SINCE HE WAS LOW HE DECIDED TO LAND. (THERE WAS A SOD STRIP 1/2 MILE FROM THE FIELD CHOSEN.) DURING THE LANDING ATTEMPT A WING WAS DRAGGED WHILE TURNING TO AVOID WORKMEN AND THE ACFT FINALLY NOSED OVER. POST ACCIDENT EXAMINATION DID NOT SHOW ANY EVIDENCE OF ENGINE MALFUNCTION NOT CRASH RELATED.

Brief of Accident (Continued)

File No. - 207

4/11/84

HOFFMAN ESTATES, IL

A/C Reg. No. N8400B

Time (Lc1) - 1155 CST

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED

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

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

Finding(s)

2. TERRAIN CONDITION - SOFT
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

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. - 260 5/05/84 MINONK, IL A/C Reg. No. N9268G Time (Lc1) - 1300 CDT

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

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

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

Make/Model	- CESSNA 182N	Eng Make/Model	- CONT MOTOR O-470-R25	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-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-----

<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- 210/007 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - 25000 FT OVERCAST</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;">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 - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">DAVISON</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2200/ 70</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</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 - 26</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 19</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 180</p> <p style="padding-left: 20px;">Make/Model- 128</p> <p style="padding-left: 20px;">Instrument- 4</p> <p style="padding-left: 20px;">Last 24 Hrs - 0</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 2</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE DEPARTURE END OF THE RWY DURING AN ABORTED TAKEOFF. AFTER THE NOSE GEAR COLLAPSED THE ACFT NOSED OVER. INVESTIGATION REVEALED THAT THE PLT LOWERED 10 DEG OF FLAPS INSTEAD OF THE RECOMMENDED 20 DEG FOR A SOFT FIELD TAKEOFF. HE USED ABOUT 1/2 OF THE 2200 FT STRIP BEFORE STARTING THE ABORTED TAKEOFF PROCEDURES.

Brief of Accident (Continued)

File No. - 260

5/05/84

MINONK,IL

A/C Reg. No. N9268G

Time (Lcl) - 1300 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. LOWERING OF FLAPS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
4. LANDING GEAR, NOSE GEAR - OVERLOAD
5. 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) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 245 5/14/84 WEST CHICAGO, IL A/C Reg. No. N6660T Time (Lcl) - 1830 CDT

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

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

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

Make/Model - BEECH V35B	Eng Make/Model - CONTINENTAL IO-520-BA	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 - 5	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point CHICAGO, IL	
Method - N/A	Destination WEST CHICAGO, IL	Airport Data DU PAGE
Completeness - N/A		Runway Ident - 33
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 3401/ 100
Wind Dir/Speed- 360/010 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 12.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 7000 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
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)
STUDENT	Current - N/A	Total - 64
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 35
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT BOUNCED DURING LANDING AND LOST THE NOSE GEAR IN THE PROCESS. THE PLT STATED HE TOUCHED DOWN ON ALL THREE GEAR, BALLOONING BACK INTO THE AIR NOSE HIGH. HE STATED HE PUSHED THE NOSE DOWN TO GAIN AIRSPEED WHEN THE NOSE HIT THE RUNWAY BREAKING OFF THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 245

5/14/84

WEST CHICAGO,IL

A/C Reg. No. N6660T

Time (Lcl) - 1830 CDT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

4. LANDING GEAR,NOSE GEAR - OVERLOAD
 5. 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) 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. - 398 4/08/84 LAFAYETTE, IN A/C Reg. No. N56738 Time (Lcl) - 1745 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 100/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 7500 FT OVERCAST
Obstructions to Vision- NONE
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
OFF AIRPORT/STRIP

Airport Data

ARETZ
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - WET

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

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

Age - 22
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 248
Last 24 Hrs - 0
Make/Model- 10
Last 30 Days- UNK/NR
Instrument- 59
Last 90 Days- 26
Multi-Eng - 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS PRACTICING ACCURACY LANDINGS WHEN HE NOTICED THAT THE ACFT HAD BLOWN AWAY FROM THE RWY. WHEN HE ATTEMPTED TO INCREASE THE THROTTLE SETTING THERE WAS NO RESPONSE. IN AN ATTEMPT TO LAND ON A HIGHWAY ON-RAMP THE ACFT STRUCK AN ELECTRIC WIRE, A STREET SIGN & AN AUTOMOBILE. AN ON-GROUND FIRE INSUED. THE PROP CONTROL WAS FOUND IN HIGH PITCH, THE MIXTURE CONTROL IN IDLE CUTOFF & THE THROTTLE FULL OPEN. DUE TO SIMILARITY OF THE MIXTURE & PROP CONTROL KNOBS THE MIXTURE CONTROL MAY HAVE BEEN LEANED IN LIEU OF MOVING THE PROP CONTROL TO HIGH PITCH IN PREPARATION FOR THE ACCURACY LANDING. AN ENGINE RUN WAS SUCCESSFULLY ACCOMPLISHED AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 398

4/08/84

LAFAYETTE, IN

A/C Reg. No. N56738

Time (Lc1) - 1745 EST

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

Finding(s)

1. MIXTURE - INADVERTENT USE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND

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

Finding(s)

3. OBJECT - WIRE, STATIC
4. OBJECT - OBJECT
5. OBJECT - VEHICLE
6. COMPENSATION FOR WIND CONDITIONS - NOT IDENTIFIED - PILOT IN COMMAND

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

Finding(s)

7. 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) 1,2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 277 4/25/84 BLUFFTON, IN A/C Reg. No. N83088 Time (Lcl) - 1345 EST

-----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 -TAKEOFF					

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
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 - 160 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	MILLER
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
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 - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 544
SE LAND	Months Since - 20	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 544
		Instrument- 74
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ATTEMPTING A TAKEOFF ON A COUNTRY ROAD. HE STATED THAT DURING THE TAKEOFF HE NOTICED THE ACFT WAS NOT SET-UP FOR A SHORT FIELD TAKEOFF SO HE DECIDED TO ABORT. DURING THE TAKEOFF ABORT THE ACFT STRUCK A TREE ALONGSIDE THE ROAD AND THE ACFT SWERVED OFF THE RIGHT SIDE OF THE ROAD.

Brief of Accident (Continued)

File No. - 277

4/25/84

BLUFFTON, IN

A/C Reg. No. N83088

Time (Lcl) - 1345 EST

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

Finding(s)

1. OBJECT - TREE(S)
 2. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
 3. PROPER ALIGNMENT - 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. - 330 4/25/84 MARION, IN A/C Reg. No. N3874W Time (Lcl) - 0930 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 - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING O-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 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 - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 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

MARION MUNICIPAL
Runway Ident - 22
Runway Lth/Wid - 5200/ 100
Runway Surface - CONCRETE
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 53

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 32	Last 24 Hrs	- UNK/NR
Make/Model-	27	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 STUDENT PLT REPORTED THAT DURING A LANDING, HE REDUCED THE POWER TOO SOON & FLARED THE ACFT TOO HIGH, THEN THE ACFT BOUNCED ABOUT 8 TO 10 FT IN THE AIR. THE HARD LANDING RESULTED IN SPAR DAMAGE TO THE RIGHT WING.

Brief of Accident (Continued)

File No. - 330

4/25/84

MARION, IN

A/C Reg. No. N3874W

Time (Lcl) - 0930 EDT

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

3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - 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. - 352 5/05/84 LA PORTE, IN A/C Reg. No. N7575W Time (Lcl) - 2200 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2175
No. of Seats - 4

Eng Make/Model - LYCOMING D-360-A3A
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- 190/006 KTS
Visibility - 9.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 22000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

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
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

LA PORTE MUNI
Runway Ident - 20
Runway Lth/Wid - 2400/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 143	Last 24 Hrs - 2
Make/Model- 127	Last 30 Days- UNK/NR
Instrument- 6	Last 90 Days- 12

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT STATED THAT HE INITIATED THE LANDING FLARE "TOO LATE," AND THE ACFT LANDED HARD. THERE WAS SUBST DAMAGE TO THE TO THE LANDING GEAR AND LEFT WING.

Brief of Accident (Continued)

File No. - 352

5/05/84

LA PORTE, IN

A/C Reg. No. N7575W

Time (Lcl) - 2200 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - NIGHT
2. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 388 3/18/84 OLATHE,KS A/C Reg. No. N6320X Time (Lcl) - 1935 CST

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

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

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

Make/Model	- CESSNA 340	Eng Make/Model	- CONTINENTAL TS10-520-N	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	DESTIN,FL	
Completeness	Destination	Airport Data
Basic Weather	JOHNSON COUNTY,KS	JOHNSON COUNTY EXECUTIVE
Wind Dir/Speed		Runway Ident
Visibility	ATC/Airspace	- 35
Lowest Sky/Clouds	Type of Flight Plan	Runway Lth/Wid
Lowest Ceiling	- IFR	- 4099/ 75
Obstructions to Vision	Type of Clearance	Runway Surface
Precipitation	- IFR	Runway Status
Condition of Light	Type Apch/Lndg	- SLUSH
	- VOR/DME	
	FULL STOP	

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current	Total	- 2400
SE LAND,ME LAND	Months Since	Make/Model	- 50
	Aircraft Type	Instrument	- 320
		Multi-Eng	- 260
		Last 24 Hrs	- 5
		Last 30 Days	- UNK/NR
		Last 90 Days	- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SKIDDED OFF THE RWY INTO SLUSH COVERED TERRAIN ALONGSIDE THE RWY, DRAGGING THE LEFT GEAR IN THE MUD. AS THE ACFT CONTINUED ITS FWD ROLL THE MAIN GEAR STRUCK THE EDGE OF A TAXIWAY & COLLAPSED BACKWARDS. THE RWY WAS COVERED WITH SLUSH AT THE TIME OF THE ACCIDENT & A CROSSWIND CONDITION EXISTED. BRAKING ACTION WAS REPORTED TO BE FAIR TO POOR BY THE PILOTS OF TWO ACFT WHICH LANDED BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 388

3/18/84

OLATHE,KS

A/C Reg. No. N6320X

Time (Lc1) - 1935 CST

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. TERRAIN CONDITION - SLUSH COVERED
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - OBJECT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 376 3/31/84 OSAGE CITY,KS A/C Reg. No. N6293P Time (Lcl) - 1759 CST

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

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

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

Make/Model - PIPER PA24-250	Eng Make/Model - LYCOMING O-540 A1A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	OSAGE CITY,KS	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	OSAGE CITY MUNI
Wind Dir/Speed- 050/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2560/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
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,CFI	Current - YES	Total - 629
SE LAND	Months Since - 5	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 45
		Instrument- 41
		Last 30 Days- UNK/NR
		Last 90 Days- 72

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN ABORTED TAKEOFF, EXECUTED DUE TO AN INOPERATIVE AIRSPEED INDICATOR, THE ACFT SWERVED OFF THE LEFT SIDE OF THE RWY ACROSS A DITCH, DAMAGING THE LEFT WING & MAIN LANDING GEAR. A CLOGGED PILOT TUBE WAS THE CAUSE OF THE AIRSPEED INDICATION OF ZERO MPH. STEERING & BRAKE ACTION WERE DETERMINED TO BE NORMAL.

Brief of Accident (Continued)

File No. - 376

3/31/84

OSAGE CITY,KS

A/C Reg. No. N6293P

Time (Lcl) - 1759 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLIGHT/NAV INSTRUMENTS,AIRSPED INDICATOR - FOREIGN OBJECT DAMAGE
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN
3. 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 375 5/08/84 RICHMOND,KS A/C Reg. No. N6112N Time (Lc1) - 1700 CDT

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

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

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

Make/Model - BEECH BE23	Eng Make/Model - LYCOMING O-360-A4K	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 - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	GARNETT,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OHAWA,KS	Runway Ident - UNK/NR
Wind Dir/Speed- 030/015 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Status - 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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 6244	Last 24 Hrs - 2
SE LAND	Months Since - 1	Make/Model- 5	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 625	Last 90 Days- 40
		Multi-Eng - 282	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE ON A FERRY FLIGHT THE ENGINE LOST POWER AND WOULD ONLY DEVELOP PARTIAL POWER. THE POWER DEGRADED TO THE POINT THAT INSUFICIENT POWER WAS AVAILABLE TO MAINTAIN FLIGHT. THE PILOT LANDED IN A FIELD AND SUBSTANTIAL DAMAGE OCCURED. POST ACCIDENT INVESTIGATION REVEALED THAT THE INDUCTION SYSTEM AIR HOSE [SCAT TURBING] HAD COLAPSED REDUCING THE AMOUNT OF AIRFLOW.

Brief of Accident (Continued)

File No. - 375

5/08/84

RICHMOND,KS

A/C Reg. No. N6112N

Time (Lcl) - 1700 CDT

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

Finding(s)

1. INDUCTION AIR CONTROL - BUCKLED
 2. INDUCTION AIR CONTROL - DETERIORATED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
-

----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. - 361 2/02/84 COVINGTON, KY A/C Reg. No. N402EX Time (Lcl) - 0156 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0
Accident Occurred During	-LANDING					

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

Make/Model	- CESSNA 404	Eng Make/Model	- CONTINENTAL GTS10-520M	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- UNK/NR	Rated Power	- 375 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - UNK/NR</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 200/021 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT</p> <p>Lowest Ceiling - 3000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">CHICAGO, IL</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">GREATER CINCINNATI</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 9501/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">ATP</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 2</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 - UNK/NR</p> <p style="padding-left: 20px;">Make/Model- UNK/NR</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 - 5</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 250</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

A FIRE IGNITED IN THE RIGHT ENGINE ON THE LANDING ROLL. THE FIRE SOURCE WAS NEAR THE POINT WHERE THE FUEL SUPPLY LINE CONNECTS TO THE ENGINE DRIVEN FUEL PUMP. THE ACFT WAS ON ITS FIRST REVENUE FLIGHT AFTER THE RIGHT ENGINE WAS CHANGED, AT WHICH TIME THE FLEXIBLE FUEL & OIL HOSES WERE NOT CHANGED. PART OF THE FUEL HOSE WAS HARDENED & TWO CRACKS WERE FOUND IN THE RUBBER LINER. FUEL STREAMED FROM THE LINE WHEN THE BOOST PUMP WAS ACTIVATED. IT WAS DETERMINED THAT THE "B" NUT AT THE FUEL PUMP MAY NOT HAVE BEEN SECURELY TIGHTENED AT THE INSTALLATION.

Brief of Accident (Continued)

File No. - 361

2/02/84

COVINGTON,KY

A/C Reg. No. N402EX

Time (Lcl) - 0156 EST

Occurrence FIRE
Phase of Operation LANDING - ROLL

Finding(s)

1. FUEL SYSTEM,LINE FITTING - LOOSE
 2. MAINTENANCE,MAJOR REPAIR - NOT FOLLOWED - COMPANY MAINTENANCE PSNL
 3. FUEL SYSTEM,LINE - CRACKED
 4. FUEL SYSTEM,LINE - IMPROPER
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 362 3/19/84 FLEMINGBURG, KY A/C Reg. No. N6870X Time (Lcl) - 1730 EST

-----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 - CRUISE - NORMAL

Fire Crew
NONE Pass

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1260
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300D
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- 060/006 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
FLEMINGBURG, KY
Destination
LOCAL

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 - UNK/NR

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 474
Last 24 Hrs - 6
Make/Model- 165
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 39
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE FLT WAS ABOUT 12 MILES FROM THE AIRPORT AT 2000 FT WHEN THE ENGINE FAILED. THE PLT ESTABLISHED AN EMERG DESCENT TO AN OPEN FIELD, RAN THROUGH A SMALL POND AND FLIPPED INVERTED. INVESTIGATION REVEALED WX CONDITIONS CONDUCIVE TO CARBURETOR ICING.

Brief of Accident (Continued)

File No. - 362

3/19/84

FLEMINGBURG, KY

A/C Reg. No. N6870X

Time (Lc1) - 1730 EST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - GROUND
-

-----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. - 316 1/04/84 MORGAN CITY, LA A/C Reg. No. N5792X Time (Lc1) - 0655 CST

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

Type Operating Certificate-AIR CARRIER - LARGE HELICOPTER	Aircraft Damage DESTROYED				
Type of Operation -POSITIONING	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	2	0	0
Accident Occurred During -CRUISE			0	0	0
				None	0

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

Make/Model - AEROSPATIALE AS-355F	Eng Make/Model - ALLISON 250C-20F	ELT Installed/Activated - NO -N/A
Landing Gear - EMERGENCY FLOAT	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 5070	Engine Type - TURBOSHAFT	
No. of Seats - 6	Rated Power - 420 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	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - COMPANY (VFR)	Runway Surface - N/A
Lowest Sky/Clouds - 50 FT PART OBS	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 50 FT BROKEN	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- HAZE		
Precipitation - NONE		
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)
COMMERCIAL	Current - YES	Total - 10586
ME LAND	Months Since - 10	Make/Model- 607
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 1619
		Multi-Eng - 1325
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 182
		Rotorcraft - 7243

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLTS IN A HELICOPTER ENCOUNTERED FOGGY WEATHER DURING A POSITIONING FLT AND CRASHED INTO A LAKE ABOUT 4 MI FROM THE DEPARTURE POINT, A FISHERMAN WHO WITNESSED THE ACCIDENT SAID THE ACFT DESCENDED INTO THE WATER IN A NOSE LOW ATTITUDE. THE ACFT SKIPPED AND TUMBLED FOR ABOUT 100 YARDS BEFORE IT SANK. PLTS, WHO WERE SEARCHING IN THE AREA & THAT THERE WAS A SCUD LAYER BETWEEN 100 & 300 FT AGL. A COUPLE OF AIRCREWS REPORTED THAT SHORTLY AFTER TAKEOFF, THEIR WINDSPEEDS FOGGED UP ON BOTH THE INSIDE & OUTSIDE, REDUCING THEIR FORWARD VISIBILITY. ADDITIONALLY, THE PLTS REPORTED DIFFICULTY MAINTAINING A VISIBLE HORIZON BELOW 300 FT AGL.

Brief of Accident (Continued)

File No. - 316

1/04/84

MORGAN CITY, LA

A/C Reg. No. N5792X

Time (Lcl) - 0655 CST

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

Finding(s)

1. WEATHER CONDITION - HAZE
 2. WEATHER CONDITION - FOG
 3. WEATHER CONDITION - OBSCURATION
-

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

Finding(s)

4. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
 5. TERRAIN CONDITION - WATER, GLASSY
 6. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 7. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 324 1/07/84 NEW ORLEANS, LA A/C Reg. No. N9468U Time (Lcl) - 1636 CST

-----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

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

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

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

Eng Make/Model - CONTINENTAL O-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 - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 280/003 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HATTIESBURG, LA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAKEFRONT
Runway Ident - 27
Runway Lth/Wid - 3094/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----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-WAIVERS/LIMIT

Flight Time (Hours)	
Total	37
Make/Model-	6
Instrument-	UNK/NR
Multi-Eng	UNK/NR
Last 24 Hrs	3
Last 30 Days-	UNK/NR
Last 90 Days-	5
Rotorcraft	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE ACFT LOST POWER AFTER A DESCENT FROM 3000 TO 2000 FT. AT THAT TIME, THE PLT NOTED THAT THE FUEL GAGES INDICATED EACH TANK WAS 1/8 FULL, BUT HE DID NOT APPLY CARB HEAT UNTIL HE WAS IN AN EMERGENCY DESCENT. HE ELECTED TO LAND ON A BOULEVARD. DURING THE LANDING, THE LEFT MAIN GEAR HIT THE RIGHT TAIL LIGHT OF A VEHICLE, THE THE ACFT HIT A ROAD SIDN AND A CONCRETE RETAINER. AN EXAM OF THE ACFT REVEALED FUEL WAS STILL REMAINING IN BOTH TANKS. NO MECHANICAL MALFUNCTION OR FAILURE WAS FOUND & THE ENG WAS RUN & OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 324

1/07/84

NEW ORLEANS, LA

A/C Reg. No. N9468U

Time (Lcl) - 1636 CST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. FUEL SYSTEM, CARBURETOR - ICE
-

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)

5. OBJECT - VEHICLE
-

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

-----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) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 349

1/13/84

VENCIE, LA

A/C Reg. No. N5759M

Time (Lcl) - 1740 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BELL 206L-1
Landing Gear - SKID
Max Gross Wt - 4150
No. of Seats - 7

Eng Make/Model - ALLISON 250-C28B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 435 HP

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

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

Weather Data

Wx Briefing - PATWAS
Method - TELETYPE
Completeness - WEATHER NOT PERTINENT
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - .057 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling -
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
VENICE, LA
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 - PRECAUTIONARY LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND, SE SEA
HELICOPTER

Age - 36

Biennial Flight Review

Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 11305	Last 24 Hrs	- UNK/NR
Make/Model-	555	Last 30 Days-	UNK/NR
Instrument-	140	Last 90 Days-	UNK/NR
Multi-Eng -	835	Rotorcraft -	8166

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, HE TOOK OFF FROM A CAME SITE TO PICK UP DUCK HUNTERS AT SEVERAL LOCATIONS. DURING THE FLT, HE ENCOUNTERED FOG & TURNED TOWARD VENICE, LA TO LAND. HE THEN SAW AN OIL FIELD STRUCTURE & SOME LAND & ELECTED TO MAKE A PRECAUTIONARY LANDING. WHILE MAKING AN OVER WATER APCH, HE WAS LOOKING AT THE OIL FIELD STRUCTURE & THE BANK WHEN THE HELICOPTER TOUCHED DOWN IN THE WATER & ROLLED OVER. THE OCCUPANTS WERE RESCUED BY DUCK HUNTERS IN THE AREA. THE PLT REPORTED THAT THE VISIBILITY WAS ABOUT 300 FT.

Brief of Accident (Continued)

File No. - 349

1/13/84

VENCIE,LA

A/C Reg. No. N5759M

Time (Lc1) - 1740 CST

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

Finding(s)

1. WEATHER CONDITION - FOG
 2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
 4. LIGHT CONDITION - DUSK
 5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

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

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

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. - 313 1/24/84 VENICE, LA A/C Reg. No. N5745M Time (Lcl) - 1400 CST

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	PETROLEUM HELICOPTERS INC	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	5	0
Accident Occurred During	MANEUVERING						

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

Make/Model	BELL 206L-1	Eng Make/Model	ALLISON 250-C28B	ELT Installed/Activated	YES/YES
Landing Gear	SKID	Number Engines	1	Stall Warning System	NO
Max Gross Wt	4150	Engine Type	TURBOSHAFT		
No. of Seats	7	Rated Power	435 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 - IMC</p> <p>Wind Dir/Speed - CALM</p> <p>Visibility - UNK/NR</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 MAIN PASS BLK77, GM</p> <p>Destination VENICE, LA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - COMPANY (VFR)</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p> <p>HELICOPTER</p>	<p>Age - 51</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 11881</p> <p>Make/Model - 1867</p> <p>Instrument - 2393</p> <p>Multi-Eng - 5569</p>	<p>Last 24 Hrs - 4</p> <p>Last 30 Days - UNK/NR</p> <p>Last 90 Days - 143</p> <p>Rotorcraft - 5266</p>
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Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

ABOUT 10 MIN AFTER DEPARTING AN OFFSHORE PLATFORM, THE PLT ENCOUNTERED AN AREA OF FOG. HE DESCENDED TO APRX 200 FT, SLOWED TO 40 KTS & STARTED TURNING BACK. AS HE WAS TURNING, HE WAS LOOKING TO THE RIGHT TO LOCATE A PETROLEUM PRODUCTION FACILITY TO USE AS A REFERENCE POINT WHEN THE HELICOPTER STRUCK THE WATER & CRASHED. NO SERIOUS INJURIES OCCURRED, BUT RESCUE WAS DELAYED ABOUT 5 HRS DUE TO DETERIORATING WX.

Brief of Accident (Continued)

File No. - 313

1/24/84

VENICE, LA

A/C Reg. No. N5745M

Time (Lcl) - 1400 CST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - LOW CEILING
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

5. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
6. ALTITUDE - MISJUDGED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 301 3/03/84 BRAITHWRITE, LA A/C Reg. No. N7568H Time (Lc1) - 1530 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE
Crew 0
Pass 0

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

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

Make/Model - CESSNA A185F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3350
No. of Seats - 6

Eng Make/Model - CONTINENTAL O-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
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- 135/005 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 - NONE

Airport Proximity
ON AIRPORT

Airport Data

BRAITHWRITE PARK
Runway Ident - 18
Runway Lth/Wid - 2600/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Flight Time (Hours)	
Total - 14429	Last 24 Hrs - 2
Make/Model- 1065	Last 30 Days- UNK/NR
Instrument- 1355	Last 90 Days- 113
Multi-Eng - 2917	Rotorcraft - 8900

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THAT WHEN HE APPLIED POWER FOR TAKEOFF HE OVERCORRECTED AND THE ACFT VEERED RIGHT. HE ATTEMPTED TO ABORT BUT SAW A DITCH AND REAPPLIED POWER. THE ACFT HIT THE DITCH AND COLLAPSED THE LANDING GEAR. THE PLT THOUGHT MAYBE THE BRAKES LOCKED BUT AN FAA INSPECTOR EXAMINED THE ACFT & FOUND NO EVIDENCE OF A BRAKE MALFUNCTION

Brief of Accident (Continued)

File No. - 301

3/03/84

BRAITHWRITE,LA

A/C Reg. No. N7568H

Time (Lc1) - 1530 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
 4. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - DITCH
-

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF

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) 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. - 302 3/26/84 CLAYTON, LA A/C Reg. No. N8197V Time (Lc1) - 1400 CST

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

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

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

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL O-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
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 AIRPORT
Method - N/A	CLAYTON, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FARMERS AIR SERVICE
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 27
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2200 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
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 - 1756
SE LAND	Months Since - 1	Make/Model- 150
	Aircraft Type - UNK/NR	Instrument- 10
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 185

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LAST LANDING OF THE DAY IN A GUSTY CROSSWIND, THE ACFT WENT OFF THE SIDE OF THE RWY AND NOSED DOWN IN A PLOWED FIELD. THIS WAS THE PLTS 26TH LANDING FOR THIS DAY, ALL ON THE SAME RWY. THE WIND WAS GUSTING TO 20 KTS.

Brief of Accident (Continued)

File No. - 302

3/26/84

CLAYTON, LA

A/C Reg. No. N8197V

Time (Lc1) - 1400 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE DOWN
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 304 4/03/84 EUNICE, LA A/C Reg. No. N9936 Time (Lcl) - 1830 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-TEST FLIGHT	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	- GRUMMAN G-164A	Eng Make/Model	- P & W R-1340-AN-1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 6075	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	EUNICE, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 345/002 KTS	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 - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5000
SE LAND	Months Since - 14	Make/Model- 785
	Aircraft Type - UNK/NR	Instrument- 19
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENGINE LOST POWER ON TAKEOFF AND RETURN TO THE RWY WAS NOT POSSIBLE, SO HE LANDED ON THE EDGE OF A POND. A POST ACCIDENT INVESTIGATION REVEALED A CRACK IN THE #7 CYL HEAD BETWEEN THE SPARK PLUG HOLES. THE ENGINE HAD JUST GOTTEN A MAJOR OVERHAUL. THIS WAS A MAINTENANCE TEST FLT. THE PLT RECOMMENDED BETTER OVERHAUL PROCEDURES FOR THE REPAIR STATION.

Brief of Accident (Continued)

File No. - 304

4/03/84

EUNICE, LA

A/C Reg. No. N9936

Time (Lcl) - 1830 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - CRACKED
 2. MAINTENANCE, MAJOR REPAIR - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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. - 365 1/01/84 SOUTHWICK,MA A/C Reg. No. N44386 Time (Lcl) - 2201 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-28-151
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
ATLANTIC CITY,NJ
Destination
WESTFIELD,MA

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 - UNK/NR

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 85
Last 24 Hrs - 8
Make/Model- 42
Last 30 Days- 25
Instrument- 3
Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER & MADE AN EMERGENCY FORCED LANDING IN A SCHOOL YARD. INVESTIGATION REVEALED THAT ONLY A FEW DROPS OF FUEL REMAINED IN THE POWERPLANT & 1QT PLUS 1PT REMAINED IN THE WING TANKS WITH NONE IN THE GASOLATOR. THERE WAS NO EVIDENCE OF FUEL LEAKAGE OR OF MECHANICAL MALFUNCTION. THE PILOT DID NOT REMEMBER HIS LEANING PROCEDURE & HIS FUEL CALCULATIONS WERE BASED ON A LOWER ESTIMATE THAN ACTUAL CONSUMPTION RECORDS SUBSTANTIATED.

Brief of Accident (Continued)

File No. - 365

1/01/84

SOUTHWICK,MA

A/C Reg. No. N44386

Time (Lc1) - 2201 EST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

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. - 321 2/28/84 FITCHBURG, MA A/C Reg. No. N712US Time (Lcl) - 0810 EST

-----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	None
Accident Occurred During -LANDING			0	0	0	2
						5

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

Make/Model - CESSNA 500	Eng Make/Model - P & W JT15D-1A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 11850	Engine Type - TURBOFAN	
No. of Seats - UNK/NR	Rated Power - 2200 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PHILADELPHIA, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FITCHBURG
Wind Dir/Speed- 100/025 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4500/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type ApcH/Lndg - ADF/NDB	Runway Status - WET
Obstructions to Vision- FOG	TRAFFIC PATTERN	
Precipitation - RAIN		
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, ATP, CFI	Current - YES	Total - 4371
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 1605
		Last 30 Days- UNK/NR
		Instrument- 560
		Last 90 Days- 37
		Multi-Eng - 2963

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LANDED ON A SLUSHY RWY. HE WAS UNABLE TO STOP ON THE RWY AND ANGLED OFF THE END INTO MARSHY GROUND. THE STOPPING DISTANCE ON A DRY RWY WAS FIGURED AT 2355 FT. ON A SLUSHY RWY THE STOPPING DISTANCE WAS ABOUT 4004 FT. THE LANDING RWY WAS 4500 FT LONG. THE ARPT MANAGER SAW THE ACFT DURING ROLLOUT AND THOUGHT IT SEEMED TO BE GOING FAST WITHOUT APPARENT DECELERATION BEING EFFECTED. THE CREW REPORTED USING VARIOUS BRAKING TECHNIQUES WITH LITTLE DECELERATION EFFECT. THE ACFT REPORTEDLY TOUCHED DOWN ABOUT 450 FT FROM THRESHOLD AND CAME TO REST 200 FT PAST THE DEPARTURE END OF THE RWY.

Brief of Accident (Continued)

File No. - 321

2/28/84

FITCHBURG,MA

A/C Reg. No. N712US

Time (Lc1) - 0810 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
5. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - SOFT
8. TERRAIN CONDITION - WET

-----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) 2,3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 298 2/20/84 CLARKSVILLE,MD A/C Reg. No. N757NS Time (Lcl) - 0900 EST

-----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 - LANDING

-----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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 015 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
CLARKSVILLE,MD
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HAYES FIELD
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)
STUDENT

Age - 28

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 29	Last 24 Hrs	- UNK/NR
Make/Model-	29	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT THE ACFT BALLOONED DURING THE LANDING FLARE. IN AN EFFORT TO RECOVER THE PLT ADDED POWER AND PUSHED THE NOSE DOWN. THE FRONT STRUT HIT THE GROUND AND BROKE, THEN THE ACFT BOUNCED AND DURING THE SECOND LANDING THE PROPELLER STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 298

2/20/84

CLARKSVILLE, MD

A/C Reg. No. N757NS

Time (Lcl) - 0900 EST

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 395 1/06/84 MONSON, ME A/C Reg. No. N86706 Time (Lcl) - 1530 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
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - BELLANCA 7ECA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 3

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - YES/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 - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DUSK

Itinerary

Last Departure Point
SEBEC LAKE, ME
Destination
INDIAN POND, ME

Airport Proximity
UNK/NR

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)
PRIVATE
SE LAND, SE SEA

Age - 36
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 358
Make/Model- 118
Instrument- 5
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 12

Instrument Rating(s) - UNK/NR

-----Narrative-----

ON A CROSSCOUNTRY VFR FLIGHT THE PILOT INADVERTENTLY ENCOUNTERED INSTRUMENT CONDITIONS. DURING A CLIMB TO CLEAR SURROUNDING MOUNTAINS THE ACFT STRUCK TREES AND CRASHED. THE PILOT HAD BEEN BRIEFED ON THE DETERIORATING WEATHER PRIOR TO THE FLIGHT. THE PILOT AND HIS PASSENGER WERE RESCUED THE NEXT DAY.

Brief of Accident (Continued)

File No. - 395

1/06/84

MONSON,ME

A/C Reg. No. N86706

Time (Lcl) - 1530 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - DOWNDRAFT
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - SNOW

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

7. TERRAIN CONDITION - HIGH TERRAIN
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. 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) 1,4,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 237 2/23/84 TROY, MI

A/C Reg. No. N9483Y

Time (Lcl) - 1910 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 0
NONE Pass 0

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

Make/Model - CESSNA T-210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
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 - NIGHT(BRIGHT)

Itinerary

Last Departure Point
CHICAGO, IL
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

TROY
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - SOFT

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

Pilot-In-Command

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

Age - 23

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2672	Last 24 Hrs	- 6
Make/Model	- 1100	Last 30 Days	- UNK/NR
Instrument	- 289	Last 90 Days	- 229
Multi-Eng	- 9		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED IN SOFT GRASSY TERRAIN ALONGSIDE RWY 27, WHEN THE ACFT NOSED OVER THE NOSE GEAR COLLAPSED. THE PLT WAS NOT ALIGNED PROPERLY BECAUSE THE NORTH SIDE OF THE RWY LIGHTS WERE NOT OPERATING AND WERE NOTAMED AS BEING OUT OF SERVICE SINCE 2/19/84.

Brief of Accident (Continued)

File No. - 237

2/23/84

TROY,MI

A/C Reg. No. N9483Y

Time (Lc1) - 1910 EST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR - OVERLOAD
 2. NOTAMS - NOT USED - PILOT IN COMMAND
 3. TERRAIN CONDITION - SOFT
 4. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 5. LIGHT CONDITION - NIGHT
 6. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - INOPERATIVE
-

Occurrence #2 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) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 236 3/26/84 NEW HUDSON, MI A/C Reg. No. N42855 Time (Lc1) - 1630 EST

-----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 182L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

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

Itinerary

Last Departure Point
NEW HUDSON, MI
Destination
SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Wind Dir/Speed- 070/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 20000 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 - FORCED LANDING

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 293
Last 24 Hrs - 1
Make/Model- 78
Instrument- 4
Last 30 Days- UNK/NR
Last 90 Days- 54

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER LEVELING OFF AT 3000 FT THE CABIN OF THE ACFT FILLED WITH SMOKE AND THE ACFT LOST ALL OIL PRESSURE. SHORTLY AFTER THIS THE ENGINE QUIT. DURING THE FORCED LANDING IN A CORN FIELD THE ACFT NOSED OVER. DURING A POST ACCIDENT INVESTIGATION IT WAS DISCOVERED THAT THE BOLT FOR THE MAIN OIL SCREEN WAS MISSING. THE PLT SAID HE CHANGES THE ACFT OIL HIMSELF AND IN CLEANING THE SCREEN HE COULD HAVE OVERLOOKED REPLACING THE SAFETY WIRE.

Brief of Accident (Continued)

File No. - 236

3/26/84

NEW HUDSON, MI

A/C Reg. No. N42855

Time (Lcl) - 1630 EST

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - LOOSE
 2. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 208

4/01/84

DAVISON,MI

A/C Reg. No. N6659F

Time (Lcl) - 1345 EST

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

Fire NONE
Crew Pass

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

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

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

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

-----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 - 14.0 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
LAPEER,MI

Airport Proximity
UNK/NR

Airport Data

ATC/Airspace

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

Runway Ident - 18
Runway Lth/Wid - 1860 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE,CFI
SE LAND
GLIDER

Age - 49

Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 284	Last 24 Hrs - UNK/NR
Make/Model- 16	Last 30 Days- UNK/NR
Instrument- 16	Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC STATED THAT ALTHOUGH HE WAS FLYING THE ACFT THE RIGHT SEAT PLT WAS CONTROLLING THE FLAP SETTINGS. THE RIGHT SEAT PLT SET 20 DEG FOR TAKEOFF. AFTER TAKEOFF THEY NOTICED THAT THEY WOULD NOT BE ABLE TO CLEAR TREES SO THEY RIGHT SEAT PLT ADDED FULL FLAPS (40 DEG.) AFTER CLEARING THE TREES, THE RIGHT SEAT PLT THEN RAISED THE FLAPS UP TO 15 DEG. THE ACFT STALLED & A WING POWER LINES.

Brief of Accident (Continued)

File No. - 208

4/01/84

DAVISON,MI

A/C Reg. No. N6659F

Time (Lcl) - 1345 EST

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

Finding(s)

1. LOWERING OF FLAPS - EXCESSIVE - COPILOT
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. RAISING OF FLAPS - PREMATURE - COPILOT
4. STALL - INADVERTENT - PILOT IN COMMAND
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

6. OBJECT - WIRE,STATIC

----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) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 331 4/26/84 LAMBERTVILLE,MI A/C Reg. No. N83BJ Time (Lcl) - 1400 EST

-----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 -TAKEOFF

Fire Crew Pass
NONE

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

Make/Model - WILLIAM FREEMAN GLASAIR
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
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/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- 180/015 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
COLUMBUS,OH

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TOLEDO SUBURBAN
Runway Ident - 27
Runway Lth/Wid - 3258/ 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 - 22
Aircraft Type - UNK/NR

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

Total	- 3000	Last 24 Hrs	- UNK/NR
Make/Model-	70	Last 30 Days-	UNK/NR
Instrument-	500	Last 90 Days-	75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING TAKEOFF, THE ACFT WEATHER VANED INTO THE WIND AND THE LEFT MAIN LANDING GEAR WENT OFF THE RWY. WHEN THE ACFT HIT SOFT PLOWED DIRT AFTER LEAVING THE RWY, IT NOSED OVER.

Brief of Accident (Continued)

File No. - 331

4/26/84

LAMBERTVILLE, MI

A/C Reg. No. N83BJ

Time (Lc1) - 1400 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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. - 369 5/06/84 TRAVERSE CITY,MI A/C Reg. No. N94222 Time (Lcl) - 1420 EDT

-----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 -LANDING		0	0	0	0

-----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	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	CHERRY CAPITAL
Wind Dir/Speed- 040/004 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5108/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
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)
STUDENT	Current - N/A	Total - 97
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 97
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT LANDED WITH EXCESS AIRSPEED & BOUNCED. THE SECOND LANDING WAS HARDER THAN THE FIRST & COLLAPSED THE NOSE WHEEL. THE ACFT NOSE OVER AS IT SLID OFF THE RIGHT SIDE OF THE RWY. INVESTIGATION REVEALED THAT THE TOWER HAD ADVISED THE PLT TO HOLD SHORT OF THE INTERSECTING RUNWAY 28. SHE STATED THAT THIS MAY HAVE LED TO THE APPREHENSION OF GETTING THE AIRPLANE ON THE GROUND AND STOPPED BEFORE IT WAS ACTUALLY READY TO LAND.

Brief of Accident (Continued)

File No. - 369

5/06/84

TRAVERSE CITY, MI

A/C Reg. No. N94222

Time (Lc1) - 1420 EDT

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

Finding(s)

1. AIRSPEED - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
3. FLARE - INADEQUATE - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - 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) 3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 377 6/01/84 LANSING, MI A/C Reg. No. N4463L Time (Lcl) - 2036 EDT

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

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

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

Make/Model	- LEBLANC DRAGON FLY	Eng Make/Model	- VW HAPI	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 60 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	SAME AS ACC/INC	CAPITAL CITY
Wind Dir/Speed- 030/003 KTS	ATC/Airspace	Runway Ident - 27L
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7251/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1970
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT INADVERTENTLY BECAME AIRBORNE ON A HIGH SPEED TAXI TEST. THE PLT LOWERED THE NOSE RESULTING IN A PORPOISE & THE CANARD WAS DAMAGED. THE ACFT HAD NOT BEEN INSPECTED OR CERTIFIED BY THE FAA. EXAMINATION REVEALED THAT THE RIGHT WING HAD A HIGHER ANGLE OF INCIDENCE THAN THE LEFT CREATING AN ASYMMETRICAL LIFT CONDITION. THE PILOT APPLIED RIGHT STICK TO LIFT THE LEFT WING AND THE ACFT ATTAINED A HEIGHT OF 4 FT TO 5 FT.

Brief of Accident (Continued)

File No. - 377

6/01/84

LANSING,MI

A/C Reg. No. N4463L

Time (Lcl) - 2036 EDT

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

Finding(s)

1. WING - ASYMMETRICAL
 2. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - PILOT IN COMMAND
 3. (STANDARD/REQUIREMENT) - PILOT IN COMMAND
 4. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRFRAME - PILOT IN COMMAND
-

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

----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. - 240 1/01/84 WHITE BEAR LAKE,MN A/C Reg. No. N37996 Time (Lcl) - 1515 CST

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

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

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

Make/Model - PIPER J-4E	Eng Make/Model - CONTINENTAL 85-12F	ELT Installed/Activated - YES/NO
Landing Gear - SKI	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1400	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 AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BENSON'S
Wind Dir/Speed- VARIABLE		Runway Ident - 13
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 2000/ 150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE	Type Apch/Lndg - UNK/NR	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1017
SE LAND	Months Since - 7	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Make/Model- 60
		Last 30 Days- UNK/NR
		Instrument- 15
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE SKI-EQUIPPED ACFT SUFFERED LANDING GEAR FAILURE DURING A LANDING ON A SNOW COVERED TURF RWY. THE LANDING GEAR SEPARATED WHEN AN ATTACH POINT FAILED. THE PLT GAVE FATIGUE FAILURE AS A REASON FOR THE FAILURE.

Brief of Accident (Continued)

File No. - 240

1/01/84

WHITE BEAR LAKE,MN

A/C Reg. No. N37996

Time (Lc1) - 1515 CST

Occurrence COMPLETE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,SKI ASSEMBLY - FAILURE,PARTIAL
 2. LANDING GEAR,MAIN GEAR ATTACHMENT - SEPARATION
 3. LANDING GEAR,MAIN GEAR ATTACHMENT - FATIGUE
 4. TERRAIN CONDITION - SNOW COVERED
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 238 1/28/84 DETROIT LAKES, MN A/C Reg. No. N25469 Time (Lcl) - 1000 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	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/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 - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	BIMIDJI, MN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DETROIT LAKES
Wind Dir/Speed- 310/015 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 6.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4500/ 70
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1600 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - UNK/NR
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 - UNK/NR	Total - 2600
SE LAND,SE SEA	Months Since - UNK/NR	Make/Model- 800
	Aircraft Type - UNK/NR	Instrument- 75
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOW EMBANKMENT 15 TO 20 FT SHORT OF THE RWY ON FINAL APPROACH. THE ACFT GOT LOW AND SLOW ON FINAL ACCORDING TO THE INSTRUCTOR AND HE BECAME CONCERNED ABOUT A HARD LANDING. AS HE ADVANCED THE THROTTLE THE ACFT HIT THE EMBANKMENT. THE VISIBILITY WAS REDUCED BY BLOWING SNOW.

Brief of Accident (Continued)

File No. - 238

1/28/84

DETROIT LAKES,MN

A/C Reg. No. N25469

Time (Lcl) - 1000 CST

Occurrence UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
 2. AIRSPEED - BELOW - DUAL STUDENT
 3. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 4. WEATHER CONDITION - WHITEOUT
 5. CLEARANCE - NOT MAINTAINED - DUAL STUDENT
 6. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
 7. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
-

----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. - 329 5/01/84 WINONA, MN A/C Reg. No. N5184M Time (Lc1) - 1300 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 -TAXI					

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

Make/Model - TAYLORCRAFT BC12-D	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	WINONA
Wind Dir/Speed- 290/016 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5200/ 100
Lowest Sky/Clouds - 3500 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3500 FT BROKEN	Type Apch/Lndg - UNK/NR	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 - 175
SE LAND	Months Since - 22	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 128
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING, THE PLT WAS TURNING LEFT ONTO THE TAXIWAY WHEN THE WIND LIFTED THE RIGHT WING AND TAIL OF THE ACFT. THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 329

5/01/84

WINONA, MN

A/C Reg. No. N5184M

Time (Lcl) - 1300 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

-----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. - 328 5/01/84 MINNEAPOLIS,MN A/C Reg. No. N3735Y Time (Lcl) - 2040 CDT

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

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

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

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/YES
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 - 280 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SCHAUMBURG,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FLYING CLOUD
Wind Dir/Speed- CALM		Runway Ident - 27L
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - 3900/ 75
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - IFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 443
SE LAND	Months Since - 5	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 10
		Last 30 Days- UNK/NR
		Instrument- 113
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT TOUCHED DOWN HARD DURING THE LANDING. THE NOSE GEAR COLLAPSED AND THE ACFT SLID TO A STOP. THE PLT SAID HE WAS NOT ABLE TO ARREST THE SINK RATE OF THE ACFT WITH POWER DURING THE LANDING FLARE.

Brief of Accident (Continued)

File No. - 328

5/01/84

MINNEAPOLIS,MN

A/C Reg. No. N3735Y

Time (Lc1) - 2040 CDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR,NOSE GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 379 5/05/84 BOYD,MN A/C Reg. No. N50022 Time (Lcl) - 1200 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 - MANEUVERING

Fire Crew
NONE Pass

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

Make/Model - CESSNA 150H
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- 260/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MONTEVIDEO,MN

Destination

LOCAL

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 - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 26

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 83

Make/Model- 22

Instrument- 2

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS CIRCLING A FIELD AT ABOUT 400 TO 500 FT AGL IN AT LEAST A 40 DEGREE BANK WHEN IT STALLED. THE PILOT ADDED POWER AND LOWERED THE NOSE, AS THE ACFT WAS RECOVERING FROM THE STALL IT IMPACTED THE GROUND AND NOSED OVER.

Brief of Accident (Continued)

File No. - 379

5/05/84

BOYD,MN

A/C Reg. No. N50022

Time (Lc1) - 1200 CDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

3. PULL-UP - INITIATED - PILOT IN COMMAND
 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #4 NOSE OVER
Phase of Operation MANEUVERING

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 383 5/04/84 LEE'S SUMMIT, MO A/C Reg. No. N3138W Time (Lcl) - 1540 CDT

-----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	1

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

Make/Model	- BEECHCRAFT V35B	Eng Make/Model	- CONTINENTAL IO-520-BA	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	- 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- 270/018 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 COLUMBUS, GA</p> <p>Destination LEE'S SUMMIT, MO</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - STRAIGHT-IN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MCCOMAS-LEE'S SUMMIT MUNI</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 3000/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 320
SE LAND	Months Since - 3	Make/Model- 122
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 74

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT LANDED HARD, BOUNCED AND LANDED HARD AGAIN BREAKING THE NOSE GEAR OFF THE ACFT. THE PILOT STATED HE ENCOUNTERED A STRONG DOWNDRAFT ON APPROACH.

Brief of Accident (Continued)

File No. - 383

5/04/84

LEE'S SUMMIT, MO

A/C Reg. No. N3138W

Time (Lc1) - 1540 CDT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. WEATHER CONDITION - DOWNDRAFT

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

Finding(s)
2. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

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

Finding(s)
3. TERRAIN CONDITION - RUNWAY

-----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. - 364 3/21/84 PARCHMAN, MS A/C Reg. No. N84809 Time (Lcl) - 2030 CST

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

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

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

Make/Model - CESSNA 172	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 - 2300	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	ON AIRPORT
Method - ACFT RADIO	MADISON, MS	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	PARCHMAN
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 36
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3000
SE LAND	Months Since - UNK/NR	Make/Model- 2000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING THE VISUAL APPROACH TO RUNWAY 27, HE MISALIGNED THE ACFT WITH THE UNLIGHTED RUNWAY AND TOUCHED DOWN LEFT OF THE LANDING AREA. THE ACFT COLLIDED WITH A DITCH AND NOSED OVER.

Brief of Accident (Continued)

File No. - 364

3/21/84

PARCHMAN,MS

A/C Reg. No. N84809

Time (Lc1) - 2030 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 228 4/13/84 WALLS,MS A/C Reg. No. N8008X Time (Lcl) - 1330 CST

-----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 172	Eng Make/Model - CONTINENTAL O-320	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
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	TWINKLETOWN
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
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)
STUDENT	Current - N/A	Total - 40
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 15
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 32

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT STATED THAT HE STALLED THE ACFT ABOUT 15 FT AGL. WHEN THE ACFT HIT THE RWY IT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 228

4/13/84

WALLS,MS

A/C Reg. No. N8008X

Time (Lc1) - 1330 CST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 345 2/18/84 TOWNSEND, MT A/C Reg. No. N1264W Time (Lcl) - 1623 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-FERRY	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	0
Accident Occurred During	-LANDING	0	0	0	0

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

SUBSTANTIAL
Fire NONE

Crew
Pass

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

Make/Model - WEATHERLY 201B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4000
No. of Seats - UNK/NR

Eng Make/Model - P & W R-985-AN-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 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 - UNK/NR
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BELGRADE, MT
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TOWNSEND
Runway Ident - 16
Runway Lth/Wid - 4100/ 72
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 58
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 20000
Make/Model	- 1
Instrument	- UNK/NR
Multi-Eng	- UNK/NR
Last 24 Hrs	- 1
Last 30 Days	- UNK/NR
Last 90 Days	- 8
Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ENGINE LOST POWER ON THE BASE LEG WHEN THE PLT RETARDED THE THROTTLE. THE PLT LANDED ON THE RWY, BUT THE ACFT STARTED TO VEER TO THE RIGHT. THE PLT SAID HE APPLIED THE BRAKES WHICH DID NOT SEEM TO OPERATE. LATER, HE SAID HE MAY HAVE HAD HIS FEET ON THE RUDDER BAR & NOT ON THE PEDALS. THIS WAS THE PLTS FIRST LANDING IN THIS ACFT. A MECHANIC SAID THE ENGINE PROBABLY LOST POWER BECAUSE IT "FLOODED" DUE TO RAPID USE OF THE THROTTLE.

Brief of Accident (Continued)

File No. - 345

2/18/84

TOWNSEND, MT

A/C Reg. No. N1264W

Time (Lcl) - 1623 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. IMPROPER DECISION, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
 3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

6. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, HABIT INTERFERENCE - PILOT IN COMMAND
 8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 9. - UNCONTROLLED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7,8

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. - 231 1/30/84 NEWTON, NC A/C Reg. No. N585WB Time (Lcl) - 1330 EST

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

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

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

Make/Model	- BACH CGS HAWK	Eng Make/Model	- ROTAX UNKNOWN	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 50 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- 220/012 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</p> <p>MT VIEW, NC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 40	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- 30	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE ENG OF THE REGISTERED ULTRALIGHT ACFT LOST POWER IN FLT & THE STUDENT PLT BEGAN A FORCED LANDING HOWEVER, BEFORE LANDING, THE ULTRALIGHT COLLIDED WITH UTILITY WIRES, THEN IT STRUCK THE GROUND. THE PLT REPORTED THAT THE ACFT HAD AN UNEXPECTEDLY POOR GLIDE RATIO & RESULTANTLY, HE DID NOT REACH THE INTENDED FORCED LANDING AREA. THE REASON FOR THE ENG FAILURE WAS NOT DETERMINED; HOWEVER, IT WAS NOTED THAT THE ACFT HAD SAT OUT IN THE RAIN ON THE MORNING, PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 231

1/30/84

NEWTON, NC

A/C Reg. No. N585WB

Time (Lc1) - 1330 EST

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

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

Finding(s)

2. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 275 3/10/84 APEX,NC

A/C Reg. No. N83798

Time (Lcl) - 1600 EST

-----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 -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew
Pass

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

Make/Model - PITTS SPECIAL S2A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 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- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
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 - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

COX FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - 2000/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

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

Total	-	5235	Last 24 Hrs - UNK/NR
Make/Model-	405		Last 30 Days- UNK/NR
Instrument-	135		Last 90 Days- 81
Multi-Eng -	60		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A HARD LANDING AND DAMAGED A BRAKE. DURING THE SECOND LANDING THE BRAKES WERE FOUND TO BE MALFUNCTIONING AND AS THE RUDDER BECAME INEFFECTUAL THE ACFT LEFT THE RWY AND COLLIDED WITH A HANGER. THE OWNER OF THE ACFT WAS IMPROPERLY ACTING AS AN INSTRUCTOR TO A PRIVATE PLT. THE OWNER WAS NOT A CFI.

Brief of Accident (Continued)

File No. - 275

3/10/84

APEX,NC

A/C Reg. No. N83798

Time (Lcl) - 1600 EST

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

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - CRACKED
 2. FLARE - IMPROPER - DUAL STUDENT
 3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
 4. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)
-

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

Finding(s)

5. LANDING GEAR,NORMAL BRAKE SYSTEM - LACK OF
 6. DIRECTIONAL CONTROL - NOT POSSIBLE - DUAL STUDENT
 7. LANDING GEAR,NORMAL BRAKE SYSTEM - PREVIOUS DAMAGE
 8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND(CFI)
-

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

Finding(s)

9. OBJECT - BUILDING(NONRESIDENTIAL)
-

-----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

Factor(s) relating to this accident is/are finding(s) 1,4,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 226

3/24/84

NEW BERN, NC

A/C Reg. No. N4986E

Time (Lcl) - 1310 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	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 - BOWERS FLY BABY 1A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 920
No. of Seats - 1

Eng Make/Model - CONTINENTAL A65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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 - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

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

Airport Proximity
UNK/NR

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
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)
COMMERCIAL
SE LAND, ME LAND

Age - 68

Biennial Flight Review
Current - NO
Months Since - 30
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	5000
Make/Model	221
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 PLT STATED THE ACFT LOST LATERAL CONTROL DURING TAKEOFF. HE REDUCED POWER AND LANDED THE ACFT OFF THE SIDE OF THE RWY WHILE MAINTAINING DIRECTIONAL CONTROL USING THE RUDDER. THE ACFT STALLED AT ABOUT 20 FT AGL AND WAS DAMAGED DURING THE HARD LANDING. INVESTIGATION REVEALED THAT THE AILERONS WERE NOT OPERATIVE BECAUSE THEY WERE NOT CONNECTED DURING THE PREFLIGHT INSPECTION.

Brief of Accident (Continued)

File No. - 226

3/24/84

NEW BERN, NC

A/C Reg. No. N4986E

Time (Lcl) - 1310 EST

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

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - INCORRECT
 2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
 3. CHECKLIST - POOR - PILOT IN COMMAND
 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 6. AIRSPEED - 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) 1,2,3,4,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 232 4/05/84 APEX, NC A/C Reg. No. N5839W Time (Lcl) - 1715 EST

-----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 -LANDING			0	0	0	1
			0	0	0	0

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

Make/Model - PIPER PA-28-150	Eng Make/Model - LYCOMING O-320-E2A	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	APEX, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	APEX
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 - SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
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 - 1046
SE LAND	Months Since - 4	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - 1
		Last 30 Days- 8
		Last 90 Days- 25

Instrument Rating(s) - UNK/NR

-----Narrative-----

ACCORDING TO THE PLT, THE ENG LOST POWER DURING TAKEOFF. HE WAS ABLE TO KEEP THE ENG RUNNING BY PUMPING THE THROTTLE BUT WAS NOT ABLE TO GAIN ALTITUDE. HE MADE A FORCED LANDING ON AN ABANDONED RAILROAD BED. INVESTIGATION REVEALED THAT THE RESISTOFLEX HOSE P/N 17766-6 HAD FAILED ALLOWING UNMETERED AIR TO ENTER THE ENG CYLINDERS THROUGH THE PRIMER LINES.

Brief of Accident (Continued)

File No. - 232

4/05/84

APEX, NC

A/C Reg. No. N5839W

Time (Lcl) - 1715 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM - FAILURE, PARTIAL
-

Occurrence #2 FORCED LANDING
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 250 5/01/84 BURLINGTON, NC A/C Reg. No. N6128B Time (Lcl) - 1730 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -TEST FLIGHT
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 - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 1

Eng Make/Model - CONT MOTOR O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 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- 240/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling -
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 - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BURLINGTON MUNICIPAL
Runway Ident - 06
Runway Lth/Wid - 3700/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
ME LAND

Age - 35
Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3535	Last 24 Hrs	- 1
Make/Model-	100	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	75

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT SAID THE FUEL GAUGES WERE READING 1/4 TO 1/2 FULL JUST BEFORE THE ENGINE QUIT. NO FUEL WAS FOUND IN THE ACFT AFTER THE ACCIDENT. THE ENGINE PERFORMED NORMALLY AFTER REFUELING.

Brief of Accident (Continued)

File No. - 250

5/01/84

BURLINGTON, NC

A/C Reg. No. N6128B

Time (Lcl) - 1730 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - SOFT
-

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

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

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. - 344 1/04/84 FORTUNA,ND A/C Reg. No. N314X Time (Lcl) - 1400 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
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
Crew
Pass

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

Make/Model - MAULE M-5-210C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - UNK/NR

Eng Make/Model - CONTINENTAL IO-360-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 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 - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WILLISTON,ND
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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 - 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 - 645
Make/Model- 169
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 21
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE AN OFF ARPT LANDING ON UPWARD SLOPING TERRAIN WHICH WAS COVERED WITH APRX 4 INCHES OF SNOW. ABOUT 1/2 HR LATER, HE INITIATED A TAKEOFF ON A DIFFERENT SECTION OF THE FIELD ON DOWNWARD SLOPING TERRAIN. THE SNOW IN THAT AREA WAS INITIALLY 4 INCHES DEEP, BUT DEEPENED TO ABOUT 8 INCHES & SLOWED THE ACFT. THE PLT ABORTED THE TAKEOFF, BUT BEFORE STOPPING, THE PLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 344

1/04/84

FORTUNA,ND

A/C Reg. No. N314X

Time (Lcl) - 1400 CST

Occurrence NOSE OVER
Phase of Operation TAKEOFF

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - SNOW COVERED
3. TERRAIN CONDITION - DOWNHILL
4. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 340 3/22/84 SAWYER,ND A/C Reg. No. N9026T Time (Lcl) - 1740 CST

-----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 -LANDING			0	0	0
					None
					1
					0

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

Make/Model - LEE M. BROWN TATERBUG SB-1	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - YES-UNK/NR
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 - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MINOT,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	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 - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 273
SE LAND	Months Since - 6	Make/Model- 91
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- 7
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SWITCHED FROM MAIN TANK TO AUX TANK, & ABOUT 10 MINUTES LATER, THE ENG BEGAN LOSING POWER SWITCHING BACK TO THE MAIN TANK DID NOT HELP. THE ENGINE CONTINUED RUNNING BUT AT GREATLY REDUCED POWER. A FORCED LANDING WAS MADE IN A FROZEN STUBBLE FIELD. THE PLT SAID HE DRAINED ABOUT 3 OUNCES OF WATER OUT OF THE MAIN FUEL STRAINER AFTER THE ACCIDENT. NO FUEL LINES WERE BROKEN AND NO TANKS RUPTURED. INVESTIGATORS FOUND VERY LITTLE FUEL IN THE CARBURETOR AND WHAT WAS FOUND WAS CONTAMINATED WITH DIRT AND DEBRIS. THE PLT SAID THAT THE FUEL HAD BEEN IN THE AUX TANK SINCE LAST FALL AND HE HAD NOT DRAINED THE AUX TANK SUMP PRIOR TO FLYING. THE FUEL USED WAS A COMBINATION OF AVIATION AND AUTOMOTIVE FUEL.

Brief of Accident (Continued)

File No. - 340

3/22/84

SAWYER,ND

A/C Reg. No. N9026T

Time (Lc1) - 1740 CST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - CONTAMINATION
3. FLUID,FUEL - WATER
4. FLUID,FUEL GRADE - OTHER

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

Occurrence #3 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 350 3/13/84 MINDEN,NE A/C Reg. No. N2832F Time (Lcl) - 1830 CST

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

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

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

Make/Model - CESSNA 182J	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-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	MINDEN,NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SCHMIDT
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 278
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 98
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD RETURNED FROM DROPPING SKYDIVERS & WAS LANDING ON RWY 29 AT SUNSET. HE REPORTED THAT DURING THE FLARE TO LAND, HE WAS TEMPORARILY BLINDED BY THE SUN. THE ACFT LANDED HARD & BOUNCED BACK INTO THE AIR. IT THEN SETTLED, VEERED OFF THE RWY, HIT PILES OF MANURE & NOSED OVER.

Brief of Accident (Continued)

File No. - 350

3/13/84

MINDEN,NE

A/C Reg. No. N2832F

Time (Lc1) - 1830 CST

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

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. FLARE - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 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) 2,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 394 3/17/84 NORTH PLATTE, NE A/C Reg. No. N222HC Time (Lcl) - 1103 CST

-----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 -TAKEOFF - INITIAL CLIMB		0	0	0	0

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

Make/Model - BEECHCRAFT A36TC	Eng Make/Model - CONT MOTOR TS10-520 SERI	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	UNK/NR
Method - TELEPHONE	NORTHPLATTE, NE	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BOULDER, CO	
Wind Dir/Speed- 030/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	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 - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 384
SE LAND	Months Since - 13	Make/Model- 46
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD JUST DEPARTED NORTH PLATTE AIRPORT AND RETRACTED THE LANDING GEAR. THE ACFT DOOR THEN OPENED, THE PILOT ELECTED TO LAND BACK ON THE RUNWAY AND FAILED TO REMEMBER TO LOWER THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 394

3/17/84

NORTH PLATTE, NE

A/C Reg. No. N222HC

Time (Lc1) - 1103 CST

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

Finding(s)

1. DOOR, PASSENGER - UNLOCKED
2. DOOR, PASSENGER - OPEN
3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - RUNWAY

----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. - 389 3/19/84 LINCOLN,NE A/C Reg. No. N9996H Time (Lc1) - 0047 CST

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

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

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

Make/Model	- CESSNA 182	Eng Make/Model	- CONTINENTAL O-470-U	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 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- 030/014 KTS</p> <p>Visibility - 1.500 SM</p> <p>Lowest Sky/Clouds - 700 FT</p> <p>Lowest Ceiling - 700 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - SNOW</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>DENVER,CO</p> <p>Destination</p> <p>LINCOLN,NE</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>LINCOLN MUNICIPAL</p> <p>Runway Ident - 35L</p> <p>Runway Lth/Wid - 12901/ 200</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - ICE COVERED</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 275
SE LAND	Months Since - 2	Make/Model- 39
	Aircraft Type - UNK/NR	Instrument- 54
		Last 24 Hrs - 25
		Last 30 Days- UNK/NR
		Last 90 Days- 36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL ON THE RUNWAY WITH CROSSWIND CONDITIONS AND RESTRICTED VISIBILITY DUE TO ICE ON THE WINDSHIELD THE ACFT SLID LEFT ON THE ICE AND COLLIDED WITH A SNOW BANK, DAMAGING THE PROPELLER AND THE RIGHT WING TIP.

Brief of Accident (Continued)

File No. - 389

3/19/84

LINCOLN, NE

A/C Reg. No. N9996H

Time (Lc1) - 0047 CST

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. TERRAIN CONDITION - RUNWAY
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. TERRAIN CONDITION - ICY
-

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

Finding(s)

6. TERRAIN CONDITION - SNOWBANK
-

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 400 2/20/84 TETERBORO,NJ A/C Reg. No. N3714C Time (Lcl) - 1440 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

Minor

None

0
0

0
0

1
0

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

Make/Model - CESSNA 182RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/015 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
TETERBORO,NJ
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TETERBORO
Runway Ident - 01
Runway Lth/Wid - 7000/ 150
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 - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 455
Make/Model- 76
Instrument- 36
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT AFTER ABOUT AN HOUR AND 10 MIN FLIGHT HE RETURNED FOR LANDING. DURING THE LANDING ROLL THE ACFT SKIDDED OFF THE RWY ONTO SOFT DIRT DAMAGING THE PROPELLER AND RIGHT WING TIP.

Brief of Accident (Continued)

File No. - 400

2/20/84

TETERBORO, NJ

A/C Reg. No. N3714C

Time (Lcl) - 1440 EDT

Occurrence LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 382 1/11/84 ALBUQUERQUE, NM A/C Reg. No. N81753 Time (Lc1) - 1230 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	2

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

Make/Model - PIPER PA-32R-301T	Eng Make/Model - LYCOMING TIO-540-S1AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	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	EL PASO, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 180/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 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 - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2005
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 158
		Last 30 Days- UNK/NR
		Instrument- 183
		Last 90 Days- 131
		Multi-Eng - 480

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT MADE AN EMERGENCY LANDING AFTER A TOTAL POWER LOSS. PRIOR TO THE TOTAL LOSS THERE HAD BEEN APPROXIMATELY FOUR DROPS IN MANIFOLD PRESSURE. THE GEAR COLLAPSED ON LANDING, BENDING THE ENGINE MOUNTS & BOTH WING SPARS. THE SUBSEQUENT INVESTIGATION REVEALED THAT A 100 HR INSPECTION HAD BEEN COMPLETED 6 DAYS BEFORE THE ACCIDENT AT WHICH TIME THE MECHANIC APPARENTLY FAILED TO ENSURE THAT THE LEFT CROSSOVER EXHAUST COLLECTION ELBOW TUBE WAS PROPERLY ALIGNED & THE CLAMP SECURED. BOTH MAGNETOS HAD SHORTED OUT DUE TO LEAD FROM THE "P" LEAD ENDS MELTING INTO THE CONDENSERS BECAUSE OF HEAT FROM EXHAUST GASES. THE PILOT HAD OPPORTUNITIES TO LAND AT AIRPORTS SHORT OF HIS DESTINATION BUT CHOSE TO CONTINUE FLIGHT.

Brief of Accident (Continued)

File No. - 382

1/11/84

ALBUQUERQUE,NM

A/C Reg. No. N81753

Time (Lcl) - 1230 MST

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

Finding(s)

1. EXHAUST SYSTEM,CLAMP - IMPROPER
2. EXHAUST SYSTEM,TRACK - LEAK
3. IGNITION SYSTEM,MAGNETO - DISCONNECTED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

4. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. 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) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 348 2/01/84 SANTA FE,NM A/C Reg. No. N4096B Time (Lcl) - 1615 MST

-----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 - BELLANCA 17-30A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3325
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-KIA
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
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 - 100.0 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
MONAHANAS, TX

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SANTA FE CO.
Runway Ident - 33
Runway Lth/Wid - 6297/ 100
Runway Surface - DIRT
Runway Status - ROUGH

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 57

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1981	Last 24 Hrs	- 2
Make/Model-	1594	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	25
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT NOTICED THE THROTTLE STICKING ON TAKEOFF AND TRIED TO ABORT THE TAKEOFF BUT THE THROTTLE WAS BINDING. THE ACFT TOOKOFF AT A BELOW NORMAL SPEED AND HAD TO BE LANDED. SUBSEQUENTLY, THE ACFT IMPACTED THE GROUND & SEVERAL TREES. AN ENGINEER SAID THE THROTTLE FRICTION SHOULD HAVE BEEN NOTICEABLE TO THE PLT FOR SOME TIME PRIOR TO THE ACCIDENT. A MECHANIC SAID THE CABLE IS SUPPOSE TO BE INSPECTED ON THE ANNUAL INSPECTION FOR "FREEDOM OF MOVEMENT". THE LAST ANNUAL WAS APRX 8 MOS BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 348

2/01/84

SANTA FE,NM

A/C Reg. No. N4096B

Time (Lc1) - 1615 MST

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

Finding(s)

1. THROTTLE/POWER LEVER,CABLE - BINDING(MECHANICAL)
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
 3. THROTTLE/POWER LEVER,CABLE - JAMMED
-

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 219 2/03/84 ALBUQUERQUE,NM A/C Reg. No. N57528 Time (Lcl) - 1750 MST

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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- 360/005 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
RUIDOSO,NM
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

CORONADO
Runway Ident - 35
Runway Lth/Wid - 4020/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND,SE SEA

Age - 35

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1215	Last 24 Hrs	- UNK/NR
Make/Model-	10	Last 30 Days-	7
Instrument-	219	Last 90 Days-	7
Multi-Eng -	53		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SWERVED OFF THE RWY AND COLLAPSED THE LEFT MAIN LANDING GEAR DURING LANDING. THE PLT SAID HE BELIEVES HE MISUSED THE HEEL BRAKES DURING THE LANDING ROLL SINCE HE WAS MORE FAMILIAR WITH ACFT WITH TOE BRAKES.

Brief of Accident (Continued)

File No. - 219

2/03/84

ALBUQUERQUE,NM

A/C Reg. No. N57528

Time (Lc1) - 1750 MST

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

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 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 ATTACHMENT - 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. - 339 2/10/84 ANGEL FIRE,NM A/C Reg. No. N6210U Time (Lcl) - 1330 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - 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 - VMC
Wind Dir/Speed- 240/015 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
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ANGEL FIRE
Runway Ident - 17
Runway Lth/Wid - 6700 -UNK/NR
Runway Surface - ASPHALT
Runway Status - WET

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

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

Total	- 500	Last 24 Hrs	- 0
Make/Model-	60	Last 30 Days-	0
Instrument-	4	Last 90 Days-	30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING TAKEOFF, THE ACFT SLOWED AS IT HIT PATCHES OF SLUSH. HE LIFTED OFF AT THE END OF THE RWY & RETRACTED THE GEAR WHILE IN GROUND EFFECT. THE ACFT WOULD NOT MAINTAIN FLYING SPEED & SETTLED IN SNOW. IT THEN WENT THRU A FENCE BEYOND THE END OF THE RWY. THE FIELD ELEVATION WAS 8382 FT. THE ESTIMATED DENSITY ALT WAS 9800 FT. ALSO, THE RWY HAD A 0.86% UPHILL GRADIENT.

Brief of Accident (Continued)

File No. - 339

2/10/84

ANGEL FIRE,NM

A/C Reg. No. N6210U

Time (Lcl) - 1330 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UPHILL
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
6. AIRSPEED(VLOF) - NOT OBTAINED - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 274 2/12/84 ALBUQUERQUE,NM A/C Reg. No. N40995 Time (Lcl) - 0900 MST

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

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

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

Make/Model	- RAVEN RALLY RX7	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	- UNK/NR	Engine Type	- UNK/NR		
No. of Seats	- UNK/NR	Rated Power	- N/A		

-----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- 330/010 KTS</p> <p>Visibility - 100.0 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;">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 - FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</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,CFI</p> <p style="padding-left: 20px;">FREE BALLOON</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 8</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 156</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- UNK/NR</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 18</td> </tr> </table>	Total - 156	Last 24 Hrs - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 18
Total - 156	Last 24 Hrs - UNK/NR							
Make/Model- UNK/NR	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- 18							

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ABOARD THE BALLOON SUFFERED A BROKEN LEG DURING A LANDING. SHE HAD BEEN BRIEFED ON THE PROPER STANCE FOR LANDING AND THE INSTRUCTOR THOUGHT SHE WAS IN THE PROPER POSITION BUT LATER FOUND OUT THAT THE STUDENTS LEFT LEG WAS BROKEN ABOVE THE ANKLE, ACCORDING TO THE INSTRUCTOR THE LANDING WAS GOOD AND THE GONDOLA DID NOT BOUNCE OR DRAG.

Brief of Accident (Continued)

File No. - 274

2/12/84

ALBUQUERQUE,NM

A/C Reg. No. N40995

Time (Lc1) - 0900 MST

Occurrence MISCELLANEOUS/OTHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - DUAL STUDENT

----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. - 255 2/22/84 RUIDOSO,NM A/C Reg. No. N17JJ Time (Lcl) - 1430 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 -EXECUTIVE/CORPORATE

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - SWEARINGEN SA26AT
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10000
No. of Seats - 8

Eng Make/Model - GARRETT TPE331-1-151G
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 665 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- 240/015 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 15000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ARDMORE,OK

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

RUIDOSO MUNICIPAL

Runway Ident - 18

Runway Lth/Wid - 5500/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND,ME LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5100

Make/Model- 2600

Instrument- 575

Multi-Eng - 3600

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED WITH THE GEAR RETRACTED. THE PLT REPORTED THAT "DUE TO MODERATE LOW LEVEL TURBULENCE, THE LANDING GEAR HANDLE DID NOT REACH THE FULL DOWN POSITION." HE STATED THAT HIS PASSENGER WAS SICK DUE TO TURBULENCE.

Brief of Accident (Continued)

File No. - 255

2/22/84

RUIDOSO,NM

A/C Reg. No. N17JU

Time (Lcl) - 1430 MST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. CHECKLIST - NOT USED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
 4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
 6. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 327 2/23/84 CARLSBAD, NM A/C Reg. No. N46723 Time (Lcl) - 1805 MST

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	CARLSBAD, NM	
Completeness	Destination	Airport Data
- WEATHER NOT PERTINENT	HOBBS, NM	
Basic Weather		Runway Ident
- VMC		- N/A
Wind Dir/Speed	ATC/Airspace	Runway Lth/Wid
- 240/015 KTS	Type of Flight Plan	- N/A
Visibility	- VFR	Runway Surface
- 40.0 SM	Type of Clearance	- N/A
Lowest Sky/Clouds	- NONE	Runway Status
- CLEAR	Type Apch/Lndg	- N/A
Lowest Ceiling	- FORCED LANDING	
- NONE		
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	- 28	Last 24 Hrs - 1
	Months Since	- N/A	Last 30 Days- UNK/NR
	Aircraft Type	- N/A	Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT MADE A FORCED LANDING AND THE ACFT NOSED OVER ON SOFT TERRAIN AFTER THE ENGINE QUIT DURING THE LAST LEG OF A X-COUNTRY. THE PLT SAID HE HAD NOT VISUALLY CHECKED THE FUEL TANKS DURING PRE-FLIGHT. AN EXAMINATION OF THE ACFT AFTER THE ACCIDENT REVEALED NO FUEL IN THE ACFT TANKS OR FUEL LINES TO THE CARBURETOR. THE STUDENT REPORTED THAT THE FUEL GAGE INDICATED ABOUT 1/2 FULL WHEN THE ENG LOST POWER.

Brief of Accident (Continued)

File No. - 327

2/23/84

CARLSBAD,NM

A/C Reg. No. N46723

Time (Lcl) - 1805 MST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 385 3/30/84 LOS LUNAS,NM A/C Reg. No. N3274Q Time (Lcl) - 1405 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - GULFSTREAM 500 COMMANDER	Eng Make/Model - AVCO LYCOMING O-540-A2B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 7	Rated Power - 250 HP	

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 241/017 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MID VALLEY
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 24
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

A NON-RATED PERSON STOLE THE AEROCOMMANDER, ADDED 10 GALLONS OF FUEL TO THE EMPTY TANKS TOOK OFF AND BOTH ENGINES FAILED. THE ACFT LANDED ON HWY 85, THE GEAR COLLAPSED ON LANDING AND THE ACFT CAME TO REST IN A DITCH. POST ACCIDENT INVESTIGATION REVEALED ONLY A TRACE OF FUEL ONBOARD.

Brief of Accident (Continued)

File No. - 385

3/30/84

LOS LUNAS,NM

A/C Reg. No. N3274Q

Time (Lcl) - 1405 MST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
-

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. - 310 4/04/84 GALLUP, NM A/C Reg. No. N4166B Time (Lcl) - 1300 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BELLANCA 17-31ATC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3325
No. of Seats - 4

Eng Make/Model - LYCOMING TIO-540-K1E5
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- 270/010 KTS
Visibility - 60.0 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
TUCSON, AZ

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SENATOR CLARKE
Runway Ident - 24
Runway Lth/Wid - 6300/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 41

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	- 433	Last 24 Hrs	- 5
Make/Model-	5	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	14
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS FERRYING HIS RECENTLY PURCHASED ACFT. DURING THE TAKEOFF, THE ACFT ROSE MOMENTARILY, THEN SETTLED BACK TO THE RWY. THE PLT SAID HE THEN HAD A DIRECTIONAL CONTROL PROBLEM AND THE ACFT WENT OFF THE LEFT SIDE OF THE RWY. HE BLAMED THE RISE AND FALL ON A "GUST OR SHEAR." IN HIS 1ST TELEPHONIC INTERVIEW HE SAID THAT THE WIND ON RWY 24 WAS FROM THE LEFT (10-12 KTS). A WRITTEN REPORT HE STATED THAT THE WIND WAS FROM 270 DEGREES AT 10 GUSTING TO 15 KTS. THE GALLUP FSS REPORTED THE WIND AS CALM. THE PLT HAD MADE 4 TAKEOFFS AND LANDINGS IN THIS MAKE AND MODEL OF ACFT. DURING THIS OCCURRENCE THE MAIN GEAR WAS TORN OFF, THE PROP DAMAGED AND A FUSELAGE STRINGER BROKEN.

Brief of Accident (Continued)

File No. - 310

4/04/84

GALLUP, NM

A/C Reg. No. N4166B

Time (Lc1) - 1300 MST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

7. 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) 2,3,4,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 272 4/17/84 RUIDOSO,NM A/C Reg. No. N6174H Time (Lcl) - 1300 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-34-200T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4520
No. of Seats - 7

Eng Make/Model - CONTINENTAL TS10-360-E
Number Engines - 2
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- 210/012 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DALLAS, 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 AIRSTRIP

Airport Data

RUIDOSO
Runway Ident - 36
Runway Lth/Wid - 5500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 59
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 5000
Make/Model- 200
Instrument- 0
Multi-Eng - 1080

Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT A COMBINATION OF HIGH GROUND SPEED, TURBULENCE AND A DOWNDRAFT CAUSED THE AIRCRAFT THE RWY.
THE PLT SAID HE THOUGHT IT BETTER TO LAND AS HE DID THAN TO ATTEMPT A GO-AROUND BECAUSE OF HIGH TERRAIN TO THE NORTH.

Brief of Accident (Continued)

File No. - 272

4/17/84

RUIDOSO,NM

A/C Reg. No. N6174H

Time (Lcl) - 1300 MST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 271 5/10/84 GERLACH,NV A/C Reg. No. N5663J Time (Lcl) - 1000 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 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-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 - VMC
Wind Dir/Speed- 090/006 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - 25000 FT THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GERLACH,NV
Destination
GERLACH,NV

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - 1500 -UNK/NR
Runway Surface - DIRT
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)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 609 Last 24 Hrs - 5
Make/Model- 501 Last 30 Days- UNK/NR
Instrument- 7 Last 90 Days- 98

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT OFF THE 1500 FT RWY DURING A X-WIND LANDING AND NOSED OVER. THE PLT SAID A GUST OF WIND "BLEW THE PLANE TOO FAR DOWN THE RUNWAY, APPLIED POWER, LOST ALTITUDE, LANDED OFF THE RUNWAY AND THE PLANE FLIPPED UPSIDE DOWN."

Brief of Accident (Continued)

File No. - 271

5/10/84

GERLACH,NV

A/C Reg. No. N5663J

Time (Lc1) - 1000 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 368 1/20/84 LOWVILLE,NY A/C Reg. No. N3731V Time (Lc1) - 1730 EDT

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

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

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

Make/Model	- CESSNA 150M	Eng Make/Model	- CONTINENTAL O-200A	ELT Installed/Activated	- YES/YES
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	OLD FORGE,NY			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	CANASTOTA,NY		Runway Ident	- N/A
Wind Dir/Speed	- 270/010 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- 6000 FT	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- 6000 FT BROKEN	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- UNK/NR				
Precipitation	- UNK/NR				
Condition of Light	- DUSK				

-----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 - 383	Last 24 Hrs - 2
SE LAND	Months Since - 4	Make/Model - 100	Last 30 Days - 10
	Aircraft Type - UNK/NR	Instrument - 9	Last 90 Days - 10
		Multi-Eng - 11	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON A VFR FLT FROM OLD FORGE TO CANASTOTA NY WHEN DURING CRUISE FLT THE ENGINE WOULD ONLY DEVELOP PARTIAL POWER. A FORCED LANDING WAS MADE TO A SHOPPING MALL AND THE ACFT SUSTAINED SUBSTANTIAL DAMAGE. THE WEATHER CONDITIONS WERE CONDUCIVE TO CARBURETOR ICING.

Brief of Accident (Continued)

File No. - 368

1/20/84

LOWVILLE,NY

A/C Reg. No. N3731V

Time (Lc1) - 1730 EDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 399 3/04/84 ELMIRA,NY A/C Reg. No. N9617J Time (Lcl) - 1315 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 090/005 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
CORTLAND,NY
Destination
ELMIRA,NY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - CRUISE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CHEMUNG CO.
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 - 31

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 70	Last 24 Hrs	- 0
Make/Model	- 3	Last 30 Days	- UNK/NR
Instrument	- 4	Last 90 Days	- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DESCENDING TO LAND WHEN THE ENGINE QUIT. THE PILOT ATTEMPTED TO RESTART THE ENGINE WITH NEGATIVE RESULTS AND MADE A FORCED LANDING INTO A PLOWED FIELD. THE WEATHER CONDITIONS WERE CONDUCIVE TO CARBURETOR ICE.

Brief of Accident (Continued)

File No. - 399

3/04/84

ELMIRA, NY

A/C Reg. No. N9617J

Time (Lc1) - 1315 EST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 257 2/03/84 NARANJITO, PR. A/C Reg. No. N15MM Time (Lcl) - 1600 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 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 - VMC

Wind Dir/Speed- 270/010 KTS
Visibility - 15.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN JUAN, PR
Destination
NARANJITO, PR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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 - 38

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	- 220	Last 24 Hrs	- 12
Make/Model-	220	Last 30 Days-	UNK/NR
Instrument-	8	Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH HILLY TERRAIN DURING A LOW PASS. THE PLT WAS PREPARING TO LAND AT A NEARBY PRIVATE AIRSTRIP.

Brief of Accident (Continued)

File No. - 257

2/03/84

NARANJITO, PR,

A/C Reg. No. N15MM

Time (Lcl) - 1600 AST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. LOW PASS - PERFORMED - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

---Probable Cause---

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

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. - 397 4/10/84 CINCINNATI,OH A/C Reg. No. N62164 Time (Lcl) - 1335 EST

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

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

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

Make/Model - CESSNA 172P	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 - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CINCINNATI,OH	BLUE ASH
Wind Dir/Speed- 020/007 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 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	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 1850
SE LAND,ME LAND	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 700
		Instrument- 140
		Multi-Eng - 250
		Last 30 Days- UNK/NR
		Last 90 Days- 174

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PILOT, WITH AN INSTRUCTOR PILOT, WERE PRACTICING TOUCH & GO LANDINGS. ON THE APPROACH, THE STUDENT ALLOWED THE SPEED TO DECREASE, THE ACFT STALLED AND LANDED HARD AND BOUNCED BACK IN THE AIR. THE STUDENT PILOT ADDED POWER TO GO AROUND BUT DID NOT LOWER THE NOSE. THE INSTRUCTOR TRIED TO ADD FORWARD CONTROL BUT COULD NOT OVERCOME THE STRENGTH OF THE STUDENT. THE ACFT STALLED AGAIN & CRASHED INTO TREES TO THE LEFT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 397

4/10/84

CINCINNATI, OH

A/C Reg. No. N62164

Time (Lcl) - 1335 EST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
2. STALL - INADVERTENT - DUAL STUDENT
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - DUAL STUDENT
4. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. RECOVERY FROM BOUNCED LANDING - IMPROPER - DUAL STUDENT
6. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)
7. IMPROPER USE OF PROCEDURE, PHYSICAL STRENGTH OVERLOAD - DUAL STUDENT

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

Finding(s)

8. STALL - NOT CORRECTED - DUAL STUDENT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6,8

Factor(s) relating to this accident is/are finding(s) 3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 278 4/23/84 ATHENS, OH A/C Reg. No. N1300U Time (Lc1) - 1130 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - TAKEOFF			0	0	1	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 - 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	OHIO UNIVERSITY
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4000 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 - 11
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 11
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PERFORMING A ROLLING TAKEOFF AFTER A TOUCH AND GO LANDING. HE SAID HE FORGOT TO RAISE THE FLAPS AND AS THE ACFT APPROACHED ROTATIONAL SPEED IT VEERED TO THE LEFT. HE COULD NOT CORRECT WITH RUDDER AND THE ACFT WENT INTO A DITCH WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 278

4/23/84

ATHENS, OH

A/C Reg. No. N1300U

Time (Lcl) - 1130 EST

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

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
 2. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - 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. - 370 4/28/84 CINNCINATI,OH A/C Reg. No. N1233M Time (Lcl) - 1620 EST

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

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

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

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-S	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	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	CINCINNATI,OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BLUE ASH
Wind Dir/Speed- 320/008 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4117
SE LAND,ME LAND	Months Since - 10	Make/Model- 147
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 541
		Multi-Eng - 2613
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 153
		Rotorcraft - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LANDING AFTER A TOTAL POWER LOSS. ON THE LANDING FLARE THE RIGHT MAIN GEAR CAUGHT THE EDGE OF A SAND TRAP & SHEARED OFF. APPROXIMATELY 8 OUNCES OF WATER WERE DRAINED FROM THE SUMPS & CARBURETOR. THE ENGINE WAS SUBSEQUENTLY STARTED & RAN SMOOTHLY AT LOW RPMs.

Brief of Accident (Continued)

File No. - 370

4/28/84

CINNCINATI,OH

A/C Reg. No. N1233M

Time (Lc1) - 1620 EST

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. FUEL SYSTEM,TANK - WATER
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 5. 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) 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. - 378 5/12/84 MCARTHUR, OH A/C Reg. No. N94702 Time (Lc1) - 1545 EDT

-----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	1

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

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-N2L	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	Last Departure Point	ON AIRPORT
Method	COLUMBUS, OH	
Completeness	Destination	Airport Data
Basic Weather	MCARTHUR, OH	VINTON CO.
Wind Dir/Speed	ATC/Airspace	Runway Ident
310/015 KTS	Type of Flight Plan	- 26
Visibility	- NONE	Runway Lth/Wid
- 15.0 SM	Type of Clearance	- 3850/ 75
Lowest Sky/Clouds	- NONE	Runway Surface
- 3500 FT SCATTERED	Type Apch/Lndg	- ASPHALT
Lowest Ceiling	- TRAFFIC PATTERN	Runway Status
Obstructions to Vision		- DRY
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

-----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 - 62
SE LAND	Months Since	- 5	Last 24 Hrs - UNK/NR
	Aircraft Type	- UNK/NR	Make/Model - 62
			Last 30 Days - UNK/NR
			Instrument - 2
			Last 90 Days - 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING FINAL APPROACH AT ABOUT 5 FT ABOVE THE GROUND THE ACFT WAS STRUCK BY A GUST OF WIND THAT LIFTED THE ACFT ABOUT 20 TO 30 FT UP AND TO THE LEFT OF THE RUNWAY. HE STATED THA A DOWNDRAFT PLACED THE ACFT IN A POSITION WHERE "MAXIMUM EFFORT" WAS NEEDED TO CLIMB OVER A HANGAR BUT HE FOUND HIMSELF "BOXED IN BY POWERLINES." HE CHOSE TO FLY UNDER THE LINES AND MAKE AN EMERGENCY LANDING. THE ACFT WENT THROUGH A FENCE AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 378

5/12/84

MCARTHUR,OH

A/C Reg. No. N94702

Time (Lc1) - 1545 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GO-AROUND - DELAYED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 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. - 262 5/16/84 WEST LAFAYETTE, OH A/C Reg. No. N8890V Time (Lcl) - 1345 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 0
Pass 0

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

-----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 - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 350/010 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PHILADELPHIA, OH

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRSTRIP

Airport Data

TRI-CITY

Runway Ident - 28

Runway Lth/Wid - 3000/ 100

Runway Surface - GRASS/TURF

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)

STUDENT

Age - 54

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 185

Make/Model- 140

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SWERVED OFF THE RWY INTO SOFT PLOWED TERRAIN AND NOSED OVER. THE PLT SAID THAT THE WIND HAD CHANGED DIRECTION AND VELOCITY SINCE HIS TAKEOFF 2 HOURS BEFORE.

Brief of Accident (Continued)

File No. - 262

5/16/84

WEST LAFAYETTE, OH

A/C Reg. No. N8890V

Time (Lcl) - 1345 EDT

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. WEATHER CONDITION - GUSTS
 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
-

-----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. - 326 1/10/84 OKEMAH,OK

A/C Reg. No. N85NL

Time (Lcl) - 1410 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	4

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

Fire Crew
NONE Pass

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

Make/Model - BEECH 65-90
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 8800
No. of Seats - 9

Eng Make/Model - P&W PT6A-20
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 500 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- 290/005 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
OKLAHOMA CITY,OK
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

OKEMAH
Runway Ident - 17
Runway Lth/Wid - 3200/ 130
Runway Surface - GRASS/TURF
Runway Status - WET

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

Pilot-In-Command

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

Age - 30

Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

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

Total	- 4482	Last 24 Hrs -	3
Make/Model-	748	Last 30 Days-	UNK/NR
Instrument-	186	Last 90 Days-	94
Multi-Eng -	3972		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LANDED LONG ON A TURF RWY WITH STANDING WATER ON THE APPROACH END. THE PLT WAS UNABLE TO STOP ON THE RWY AND WAS ALSO UNSUCCESSFUL IN GROUNDLOOPING TO AVOID HITTING TREES OFF THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 326

1/10/84

OKEMAH, OK

A/C Reg. No. N85NL

Time (Lcl) - 1410 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - IMPROPER - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

5. OBJECT - TREE(S)
6. GROUND LOOP/SWERVE - ATTEMPTED - 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) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 353 1/15/84 DAVIDSON,OK A/C Reg. No. N57665 Time (Lc1) - 1140 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - BELLANCA 8KCAB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING IO-320-E1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
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 - UNK/NR

Wind Dir/Speed- 010/006 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds -
Lowest Ceiling - 800 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FREDERICK,OK
Destination
LOCAL

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 - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 42

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	- 12000	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-----

THE ACFT STRUCK HIGH VOLTAGE POWERLINES WHILE CONDUCTING AEROBATIC MANEUVERS. A WITNESS STATED THAT THE ACFT PULLED-UP INTO A NOSE HIGH MANEUVER, CLIMBED TO ABOUT 3000 FT AGL, APPEARED TO SLIDE BACKWARDS AND ENTER A NOSE-DOWN TURNING MANEUVER. FULL POWER WAS APPLIED PRIOR TO IMPACT WITH THE WIRES.

Brief of Accident (Continued)

File No. - 353

1/15/84

DAVIDSON,OK

A/C Reg. No. N57665

Time (Lc1) - 1140 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. STALL/SPIN - INITIATED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
 4. REMEDIAL ACTION - 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) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 291 2/01/84 STILLWATER,OK A/C Reg. No. N94467 Time (Lcl) - 1100 CST

-----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 Crew 0
NONE Pass 0

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

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

Eng Make/Model - LYCOMING O-235L2C
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/005 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
STILLWATER,OK

Airport Proximity
ON AIRPORT

Airport Data

STILLWATER
Runway Ident - 17
Runway Lth/Wid - 5002/ 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)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - UNK/NR

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

Total	- 95	Last 24 Hrs	- 0
Make/Model-	91	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED HARD AND BOUNCED. THE PLT REACTED BY PUSHING THE NOSE OVER AND WHEN THE ACFT CONTACTED THE RWY THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 291

2/01/84

STILLWATER,OK

A/C Reg. No. N94467

Time (Lc1) - 1100 CST

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
 3. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 5. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
 6. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

7. 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) 1,2,3,4,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 323 2/15/84 STILLWATER,OK A/C Reg. No. N6202M Time (Lcl) - 0100 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 - 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- 160/015 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
PONCA CITY,OK
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

STILLWATER
Runway Ident - 17
Runway Lth/Wid - 5002/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total - 81	Last 24 Hrs - 4
Make/Model- 71	Last 30 Days- 6
Instrument- 4	Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE NOSE GEAR OF THE ACFT COLLAPSED. THE PLT REPORTED THAT THE NOSE GEAR STARTED TO SHIMMY AFTER LANDING AND HE PULLED THE STICK BACK TO RAISE THE NOSE GEAR. WHEN THE GEAR CONTACTED THE RWY AGAIN IT COLLAPSED. EXAMINATION OF THE WRECKAGE SHOWED THE NOSE GEAR TURNED ABOUT 75 DEGREES TO THE LEFT WITH THE STEERING RODS BROKEN. THE TIRE WAS FLAT AND THE WHEEL ASSEMBLY WAS GROUND DOWN TO THE FORK.

Brief of Accident (Continued)

File No. - 323

2/15/84 . STILLWATER,OK

A/C Reg. No. N6202M

Time (Lc1) - 0100 CST

Occurrence NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

1. UNDETERMINED
 2. LIGHT CONDITION - NIGHT
 3. LANDING GEAR,TIRE - FAILURE,TOTAL
 4. LANDING GEAR,NOSEWHEEL STEERING - FAILURE,TOTAL
 5. LANDING GEAR,NOSE GEAR - OVERLOAD
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 322 2/16/84 ALTUS,OK A/C Reg. No. N6090Z Time (Lcl) - 1026 CST

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

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

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

Make/Model - PIPER PA-25-150	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	ALTUS,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 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 - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 14000
SE LAND	Months Since - 0	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 12000
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN A WHEAT FIELD THAT WAS BEING SPRAY, THEN WAS DESTROYED BY A POST CRASH FIRE. ACCORDING TO THE OPERATOR, THE PLT WAS AT THE END OF A SWATH RUN WHEN HE GLANCED INTO THE COCKPIT TO VISUALLY CHECK HOW MUCH CHEMICAL WAS REMAINING IN THE HOPPER. REPORTEDLY, THIS DISTRACTION RESULTED IN THE PLT MISJUDGING HIS CLEARANCE ABOVE THE FIELD. THE PLT WAS BADLY BURNED & DIED FROM HIS INJURIES ON 3/13/84.

Brief of Accident (Continued)

File No. - 322

2/16/84

ALTUS,OK

A/C Reg. No. N6090Z

Time (Lcl) - 1026 CST

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

Finding(s)

1. TERRAIN CONDITION - CROP
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 284 2/19/84 ADA,OK

A/C Reg. No. N6558M

Time (Lcl) - 1230 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Crew

Pass

-----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-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 - VMC

Wind Dir/Speed- 300/015 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

ADA,OK

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,ME LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 426 Last 24 Hrs - 1

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

Instrument- 40 Last 90 Days- 5

Multi-Eng - 26

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH POWERLINES DURING A LOW LEVEL FLT ALONG THE CANADIAN RIVER AND FELL INTO THE SHALLOW WATER. THE PLT WHO IS A FIREMAN SAID HE HAD DESCENDED TO OBSERVE A GRASS FIRE BURNING ALONG SIDE THE RIVER.

Brief of Accident (Continued)

File No. - 284

2/19/84

ADA,OK

A/C Reg. No. N6558M

Time (Lcl) - 1230 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 4. LOW PASS - PERFORMED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE,ANXIETY/APPREHENSION - PILOT IN COMMAND
 6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 296 2/24/84 HARRAH,OK

A/C Reg. No. N65575

Time (Lc1) - 1620 CST

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

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

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

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

Weather Data

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

Basic Weather - VMC
Wind Dir/Speed- 320/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BRISTOW,OK
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 AIRSTRIP

Airport Data

Runway Ident - 31
Runway Lth/Wid - 2100 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 56

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 332	Last 24 Hrs	- 2
Make/Model-	171	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	35

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED AT HIGHER THAN NORMAL SPEED, WITH INITIAL CONTACT ABOUT 400 FT DOWN THE RUNWAY. HE STATED THAT THE ACFT WAS "SAILING" AND ATTEMPTS TO DECELERATE WERE "INEFFECTIVE". THE NOSE GEAR COLLAPSED WHEN THE ACFT HIT IN THE MIDDLE ROAD ON THE NORTH END OF THE IMPROVED AREA.

Brief of Accident (Continued)

File No. - 296

2/24/84

HARRAH,OK

A/C Reg. No. N65575

Time (Lcl) - 1620 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
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. - 305 3/08/84 YUKON,OK A/C Reg. No. N12288 Time (Lc1) - 1530 CST

-----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 - LOCKHEED VEGA-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3470
No. of Seats - 5

Eng Make/Model - P & W R-985
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 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- UNK/NR
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
YUKON,OK
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

PAGE
Runway Ident - 35R
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - 0
Aircraft Type - UNK/NR

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

Total	- 6725	Last 24 Hrs	- 1
Make/Model-	3	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	2
Multi-Eng	- 4735		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING TOUCH-&-GO LANDINGS & LOST CONTROL OF THE ACFT. IT SWERVED TO THE LEFT ONTO SOFT TERRAIN & WENT OVER ON ITS NOSE. AT 1ST, THE PLT MADE COMMENTS ABOUT IMPROPER STRUT INFLATION. HOWEVER, LATER, HE REPORTED THAT WX WAS NOT A PROBLEM & THAT HE WAS JUST NOT AS QUALIFIED AS HE HAD THOUGHT.

Brief of Accident (Continued)

File No. - 305

3/08/84

YUKON,OK

A/C Reg. No. N12288

Time (Lc1) - 1530 CST

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

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 384 2/17/84 ALMA,OR A/C Reg. No. N633B Time (Lcl) - 0810 PST

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

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

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

Make/Model	- AEROSPATIALLE AS-341G	Eng Make/Model	- ASTAZOU 111A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3970	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 494 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EUGENE,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NORTH BEND,OR	NONE
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5116
SE LAND	Months Since - 8	Make/Model- 4848
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 57
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 68
		Rotorcraft - 4848

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE LOST PARTIAL POWER ON A X-COUNTRY FLT, DURING CRUISE, AND INITIATED AN AUTOROTATION. AT ABOUT 200 TO 300 FT AGL HE REDUCED THE THROTTLE TO IDLE. DURING FLARE THE ROTOR RPM DECAYED AND THE ACFT LANDED HARD AND ROLLED OVER. THE PILOT STATED THAT THE FUEL FILTER HAD BACKED OFF.

Brief of Accident (Continued)

File No. - 384

2/17/84

ALMA,OR

A/C Reg. No. N633B

Time (Lc1) - 0810 PST

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

Finding(s)

1. FUEL SYSTEM,FILTER - LOOSE

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE - NORMAL

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

Finding(s)

2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #4 OTHER GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #5 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 217 2/24/84 WHITE CITY,OR A/C Reg. No. N9432Y Time (Lcl) - 1645 PST

-----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	3
Accident Occurred During -TAKEOFF					

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

Make/Model - BEECH A33	Eng Make/Model - CONTINENTAL IO-470-J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination RENO,NV	Airport Data
Completeness - N/A		Runway Ident - UNK/NR
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 1400/ 11
Wind Dir/Speed- 190/012 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Status - WET
Lowest Sky/Clouds - 1900 FT SCATTERED	Type Apch/Lndg - NONE	
Lowest Ceiling - 5000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2364
SE LAND	Months Since - 12	Make/Model- 2364
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 26
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO TREES AFTER STALLING INTO THE GROUND DURING AN ATTEMPTED TAKEOFF FROM A SOGGY SHORT SOD AIRSTRIP. THE ACFT WAS ROTATED PREMATURELY AFTER WHICH IT STALLED AT ABOUT 40 FT AGL. THE PLT SAID HE SHOULD HAVE WALKED THE FIELD TO DETERMINE ITS CONDITION. THE ACFT HAD BEEN FUELED WITH AUTOMOTIVE FUEL.

Brief of Accident (Continued)

File No. - 217

2/24/84

WHITE CITY,OR

A/C Reg. No. N9432Y

Time (Lcl) - 1645 PST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. LIFT-OFF - PREMATURE - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND
7. FLUID,FUEL GRADE - IMPROPER

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

8. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 333 3/29/84 SEASIDE,OR A/C Reg. No. N7972N Time (Lcl) - 1750 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 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- 310/008 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 2200 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SONOMA,CA

Destination

ASTORIA,OR

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)

ATP,CFI

SE LAND,ME LAND,SE SEA

HELICOPTER

Age - 40

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4905

Make/Model- 80

Instrument- 695

Multi-Eng - 2647

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 33

Rotorcraft - 34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING IN A SOFT FIELD AFTER A LOSS OF POWER. THE PLT SAID THAT WHILE THE ACFT WAS DESCENDING THRU ABOUT 6000 FT MSL, HE RAN THE LEFT FUEL TANK DRY BEFORE SWITCHING TANKS. HIS ATTEMPT TO RESTART THE ENGINE, USING THE RIGHT TANK, WAS UNSUCCESSFUL.

Brief of Accident (Continued)

File No. - 333

3/29/84

SEASIDE,OR

A/C Reg. No. N7972N

Time (Lc1) - 1750 PST

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

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. - 335 4/13/84 HARRISBURG,OR

A/C Reg. No. N734JW

Time (Lcl) - 1935 PST

-----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 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

-----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 - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DANIELS FIELD
Runway Ident - 34
Runway Lth/Wid - 1800/ 60
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 32

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 707	Last 24 Hrs	- 1
Make/Model-	54	Last 30 Days-	UNK/NR
Instrument-	16	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER THE SUN HAD SET, A HAZE FORMED NEAR THE GROUND. HE USED VISUAL REFERENCES TO ALIGN THE ACFT WITH THE PRIVATE RWY AT DUSK. AS HE APPROACHED, HE SAW WHAT HE THOUGHT WAS HEDGE ON THE EDGE OF THE ARPT & THEN MADE A SOFT FIELD LANDING. AFTER LANDING, HE SAW THE HEDGE AHEAD. HE PULLED BACK ON THE CONTROLS & APPLIED BRAKES, THEN THE ACFT NOSED OVER ON SOFT TERRAIN, SHORT OF THE RWY. THE PLT STATED THAT DIFFUSION OF THE ACFT LANDING LIGHTS BY HAZE REDUCED HIS FORWARD VISIBILITY.

Brief of Accident (Continued)

File No. - 335

4/13/84

HARRISBURG,OR

A/C Reg. No. N734JW

Time (Lcl) - 1935 PST

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

Finding(s)

1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - HAZE
3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
4. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
5. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 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) 4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 263 5/02/84 SHERWOOD,OR A/C Reg. No. N222WY Time (Lc1) - 1035 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - BELLANCA 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
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 - 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- 240/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MOUNTAINSIDE,OR
Destination
SHERWOOD,OR

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MOUNTAINDALE
Runway Ident - 02
Runway Lth/Wid - 2150/ 100
Runway Surface - GRAVEL
Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA
GLIDER

Age - 44

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 926	Last 24 Hrs - 1
Make/Model- 105	Last 30 Days- UNK/NR
Instrument- 69	Last 90 Days- 0
Multi-Eng - 19	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING THE ACFT SWERVED OFF THE RWY. THE PLT STATED THAT THE RECOMMENDED PROCEDURE AT THIS ARPT IS TO LAND UPHILL. INVESTIGATION REVEALED THAT THE LANDING WAS MADE WITH A 9 KT QUARTERING TAILWIND.

Brief of Accident (Continued)

File No. - 263

5/02/84

SHERWOOD,OR

A/C Reg. No. N222WY

Time (Lc1) - 1035 PDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. TERRAIN CONDITION - SOFT
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
-

----Probable Cause----

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

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. - 299 2/04/84 EASTON, PA A/C Reg. No. N91332 Time (Lcl) - 1230 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage

SUBSTANTIAL

Fire NONE

Crew 0
Pass 0

Fatal 0
0

Injuries

Serious 0
Minor 0
None 0

1
0

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

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
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 - 300/005 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
EASTON, 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

EASTON
Runway Ident - 35
Runway Lth/Wid - 2000/ 50
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 32
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 50 Last 24 Hrs - 0
Make/Model - 50 Last 30 Days - UNK/NR
Instrument - 3 Last 90 Days - 2

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ON HIS FIRST SOLO FLT VEERED OFF THE RWY INTO A SNOWBANK AND NOSED OVER. THE PLT SAID A PUDDLE OF WATER ON THE RWY CONTRIBUTED TO THE BEGINNING OF THE SWERVE AND HE COULD NOT RECOVER.

Brief of Accident (Continued)

File No. - 299

2/04/84

EASTON, PA

A/C Reg. No. N91332

Time (Lcl) - 1230 EST

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

Finding(s)

1. TERRAIN CONDITION - WET
2. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SNOWBANK

----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) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 312 2/16/84 BRISTOL, PA A/C Reg. No. N201LU Time (Lcl) - 1705 EST

-----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	1

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

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

Make/Model - MOONEY M20J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 300/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds -
Lowest Ceiling -
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WAUKEGAN, IL
Destination
PHILADELPHIA, PA

Airport Proximity
ON AIRPORT

Airport Data

3M
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

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

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

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

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

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	-	215	Last 24 Hrs -	6
Make/Model-	9	Last 30 Days-	UNK/NR	
Instrument-	2	Last 90 Days-	6	

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT ENCOUNTERED WEATHER AND HEAD WINDS ON A X-COUNTRY FLT. NEARING HIS DESTINATION AFTER A LONG FLT THE PLT WAS TRYING TO LET DOWN VFR THROUGH BREAKS ON THE CLOUDS WHEN HE REALIZED THE CRITICAL NATURE OF HIS FUEL LEVEL. A SEARCH FOR AN ARPT PRODUCED THE 3M ARPT. A SHORT AND STEEP APPROACH RESULTED IN A LONG TOUCHDOWN ABOUT 1/2 WAY DOWN THE RWY. THE NOSE GEAR COLLAPSED DURING THE LANDING AND THE ACFT SKIDDED TO A STOP ABOUT 500 FT FROM THE RWY'S END. EXAMINATION OF BOTH FUEL TANKS BY FAA INSPECTORS REVEALED NO FUEL IN EITHER TANK.

Brief of Accident (Continued)

File No. - 312

2/16/84

BRISTOL,PA

A/C Reg. No. N201LU

Time (Lc1) - 1705 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - CLOUDS
4. FLUID,FUEL - LOW LEVEL
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
8. FLARE - IMPROPER - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SELF-INDUCED PRESSURE - PILOT IN COMMAND

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

Finding(s)

10. 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) 1,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 300 2/26/84 TARENTUM, PA A/C Reg. No. N59405 Time (Lc1) - 1800 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
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

Crew
Pass

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

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 5

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 260/010 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
HARMARVILLE, PA
Destination
TARENTUM, PA

Airport Proximity
UNK/NR

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, ATP
SE LAND, ME LAND
HELICOPTER

Age - 37
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2310
Make/Model- 138
Instrument- 263
Multi-Eng - 1024
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 66
Rotorcraft - 138

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING A PRACTICE FLT THE PLT TRIED TO LIFT OFF BUT THE RIGHT SKID SEEMED TO STICK. THE ACFT ROLLED TO THE RIGHT AND ALTHOUGH THE PLT STATED HE TOOK CORRECTIVE ACTION THE ACFT ROLLED OVER ONTO ITS RIGHT SIDE.

Brief of Accident (Continued)

File No. - 300

2/26/84

TARENTUM, PA

A/C Reg. No. N59405

Time (Lcl) - 1800 EST

Occurrence ROLL OVER

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LANDING GEAR, SKID ASSEMBLY - MOVEMENT RESTRICTED
 2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. REMEDIAL ACTION - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 381 4/12/84 EMPORIUM, PA A/C Reg. No. N6392T Time (Lcl) - 1215 EST

-----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	0
Accident Occurred During - APPROACH - VFR PATTERN - FINAL					

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

Make/Model - BLISS CORBIN BABY ACE CM-1	Eng Make/Model - CONTINENTAL A65-8F	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 65 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	KEYSTONE AIRPORT
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1850/ 98
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 37
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

ON FINAL APPROACH THE ACFT STRUCK SEVERAL TREES, THE PILOT LOST CONTROL OF THE ACFT. THE ACFT THEN STRUCK TELEPHONE WIRES & A POLE AND CRASHED.

Brief of Accident (Continued)

File No. - 381

4/12/84

EMPORIUM, PA

A/C Reg. No. N6392T

Time (Lc1) - 1215 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - TREE(S)
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - WIRE, STATIC
 5. OBJECT - UTILITY POLE
-

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) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 347 1/12/84 SAN JUAN, PR A/C Reg. No. N5317V Time (Lcl) - 1230 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AIRSHOW
Flight Conducted Under -14 CFR 91
Accident Occurred During -HOVER

Aircraft Damage

NONE

Fire

NONE

Crew

Pass

Fatal

0

1

Injuries

Serious

0

0

Minor

0

0

None

1

0

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

Make/Model - HILLER UH-12C
Landing Gear - SKID
Max Gross Wt - 2600
No. of Seats - 3

Eng Make/Model - FRANKLIN VO-335

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 250 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- 080/012 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 2700 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

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)

PRIVATE

SE LAND

HELICOPTER

Age - 50

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1450

Make/Model- 609

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-----

A PERFORMER FELL FROM A TRAPEZE RIGGED BELOW THE HELICOPTER WHILE IT WAS HOVERING AT ABOUT 150 FT AGL. THE FAA HAD NOT AUTHORIZED THE MODIFICATION TO THE ACFT. THE PLT WAS NOT CERTIFIED FOR EXTERNAL LOAD OPERATIONS. THE PERFORMER REPORTEDLY HAD NOT DONE THIS ACT BEFORE AND WAS NOT IN EXCELLENT PHYSICAL CONDITION.

Brief of Accident (Continued)

File No. - 347

1/12/84

SAN JUAN,PR

A/C Reg. No. N5317V

Time (Lc1) - 1230 AST

Occurrence MISCELLANEOUS/OTHER

Phase of Operation HOVER

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 3. PLANNING-DECISION - IMPROPER - PASSENGER
-

----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. - 218 3/14/84 MYRTLE BEACH, SC A/C Reg. No. N7997R Time (Lcl) - 0753 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-MOUNTAIN AIR CARGO, INC.	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire					
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	0	1
Accident Occurred During	-LANDING		Pass	0	0	0	0

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

Make/Model	- BEECH 99	Eng Make/Model	- P & W PT6A-27	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10400	Engine Type	- TURBOPROP		
No. of Seats	- UNK/NR	Rated Power	- 680 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	FLORENCE, SC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GRAND STRAND
Wind Dir/Speed- 290/004 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5996/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4500
ME LAND	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 186
		Last 30 Days- UNK/NR
		Instrument- 489
		Last 90 Days- 139
		Multi-Eng - 2558

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS LANDED WITH THE LANDING GEAR UP. THE PLT SAID THAT THE SUN WAS SHINING ON THE INSTRUMENT PANEL AND HE THOUGHT HE SAW 3 GREEN LIGHTS. AFTER THE ACFT STOPPED ON THE RWY THE RED LIGHT IN THE GEAR HANDLE WAS ON AND THE WARNING HORN WAS SOUNDING. HE ALSO SAID THE GEAR CONTROL CIRCUIT BREAKER WAS OUT. THE GEAR FUNCTIONED NORMALLY IN TESTS AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 218

3/14/84

MYRTLE BEACH, SC

A/C Reg. No. N7997R

Time (Lcl) - 0753 EST

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

Finding(s)

1. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED
 2. GEAR DOWN AND LOCKED - NOT IDENTIFIED - PILOT IN COMMAND
 3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 373 4/04/84 WINNSBORO, SC A/C Reg. No. N733KM Time (Lcl) - 1430 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
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/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- 200/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 1700 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CONWAY, SC
Destination
OWENS FIELD, SC

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 - UNK/NR
Type Apch/Lndg - PRECAUTIONARY LANDING

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

Pilot-In-Command

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

Age - 24
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

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

Total - 358	Last 24 Hrs - UNK/NR
Make/Model- 98	Last 30 Days- UNK/NR
Instrument- 66	Last 90 Days- 183
Multi-Eng - 30	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS MAKING A PRECAUTIONARY LANDING BECAUSE THE FUEL GUAGES WERE INDICATING "EMPTY". FOLLOWING TOUCHDOWN THE PLT SAW A BARBED WIRE FENCE AND ATTEMPTED A GO-AROUND & STRUCK THE FENCE. AFTER MAKING GROUND CONTACT A SECOND TIME THE ACFT CONTINUED THROUGH ANOTHER BARBED WIRE FENCE, ACROSS A PAVED ROAD & INTO SOME TREES.

Brief of Accident (Continued)

File No. - 373

4/04/84

WINNSBORO, SC

A/C Reg. No. N733KM

Time (Lc1) - 1430 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
 3. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 4. OBJECT - FENCE
 5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

6. OBJECT - FENCE
 7. OBJECT - TREE(S)
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 372 4/19/84 HUGER, SC A/C Reg. No. N7856 Time (Lcl) - 1200 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

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

Make/Model	- GRUMMAN G164A	Eng Make/Model	- P & W R-985	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3725	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRSTRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- UNK/NR
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- GRAVEL
Obstructions to Vision	- NONE	Runway Status
Precipitation	Type Apch/Lndg	- DRY
Condition of Light	- STRAIGHT-IN	
	FULL STOP	

-----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
SE LAND	Months Since	- 1	- 1450
	Aircraft Type	- UNK/NR	Make/Model
			- 120
			Instrument
			- 12
			Multi-Eng
			- UNK/NR
			Last 24 Hrs
			- UNK/NR
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 120
			Rotorcraft
			- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AERIAL APPLICATION ACFT WAS USING A GRAVEL SURFACED DIRT ROAD AS A TEMPORARY LANDING STRIP. DURING THE LANDING ROLL THE ACFT DRIFTED TO THE LEFT & HIT A SOFT SPOT, A TREE, & NOSED OVER IN A DITCH.

Brief of Accident (Continued)

File No. - 372

4/19/84

HUGER, SC

A/C Reg. No. N7856

Time (Lcl) - 1200 EST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

2. TERRAIN CONDITION - SOFT
 3. OBJECT - TREE(S)
 4. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE OVER
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

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. - 205 4/25/84 CHARLESTON, SC A/C Reg. No. N85052 Time (Lcl) - 1437 EST

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

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

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

Make/Model - BEECH E55	Eng Make/Model - CONTINENTAL IO-520-C	ELT Installed/Activated - UNK/NR
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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	JOHN ISLAND, SC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CHARLESTON AFB
Wind Dir/Speed- 270/013 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9001/ 200
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 18560
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 100
		Instrument- 2804
		Last 30 Days- UNK/NR
		Last 90 Days- 35
		Multi-Eng - 15500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE LANDING THE ACFT LANDING GEAR RETRACTED DURING A PERIOD OF MAXIMUM BRAKING TO AVOID AN ARRESTING CABLE. DURING THE EXAMINATION OF THE LANDING GEAR DOOR DAMAGE IT WAS DETERMINED THAT THE LANDING GEAR WAS RETRACTED DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 205

4/25/84

CHARLESTON, SC

A/C Reg. No. N85052

Time (Lcl) - 1437 EST

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 357 1/27/84 WALL,SD

A/C Reg. No. N7406B

Time (Lcl) - 0830 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CHAMPION 7EC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
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 - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/015 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
SAME AS ACC/INC
Destination
SAME AS ACC/INC

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 - UNK/NR

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

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

Age - 28
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 - 286
Make/Model- 240
Instrument- 2
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING A FLIGHT FOR THE PURPOSE OF OBSERVING THE PLT'S CATTLE. THE PLT STATED HE WAS "MAKING A STEEP LEFT TURN AT ABOUT 75 FEET AND THE BOTTOM (LEFT) WING FLEW INTO A WIND SHEAR ON THE DOWNWARD SIDE OF A HILL. THE AIRPLANE SLID TO THE LEFT AND STALLED."

Brief of Accident (Continued)

File No. - 357

1/27/84

WALL,SD

A/C Reg. No. N7406B

Time (Lc1) - 0830 MST

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

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - PERFORMED - PILOT IN COMMAND
 4. AIRSPEED - 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) 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. - 355 4/05/84 BARNARD,SD A/C Reg. No. N7594K Time (Lcl) - 1900 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - YES/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 - 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

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - SNOW - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 850	Last 24 Hrs	- UNK/NR
Make/Model-	700	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	4
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING A LANDING IN A SOY BEAN FIELD THE ACFT ENCOUNTERED A SOFT MUDDY SPOT WHICH CAUSED THE ACFT TO NOSE OVER.

Brief of Accident (Continued)

File No. - 355

4/05/84

BARNARD, SD

A/C Reg. No. N7594K

Time (Lcl) - 1900 CST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 244 2/20/84 CHARLESTON, TN A/C Reg. No. N6000F Time (Lcl) - 1810 EST

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

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

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

Make/Model - AERO COMMANDER 680F	Eng Make/Model - LYCOMING IGSO-540-B1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 380 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	UNK/NR
Method - IN PERSON	BLOUNTVILLE, TN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CHATTANOOGA, TN	
Wind Dir/Speed- 150/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - 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 ACFT CRASHED DURING A FERRY FLIGHT AND THE PLT COULD NOT RECALL THE CIRCUMSTANCES OF THE FLIGHT. INVESTIGATION REVEALED THAT THE ACFT HAD BEEN PARKED ON THE SERVICE RAMP FOR NEARLY TWO YEARS WITHOUT BEING USED. THE LAST ANNUAL INSPECTION WAS RECORDED ON 9-1-81. THE PREVIOUS OWNER HAD ORDERED THE ACFT RESTORED TO AN AIRWORTHY CONDITION BUT THE ACFT WAS NOT FOUND AIRWORTHY DUE TO LOW OIL PRESSURE AND METAL IN BOTH ENGINES. ALSO THE GEAR WAS NOT CONSIDERED SAFE FOR RETRACTION. THE ACFT WAS SUBSEQUENTLY SOLD TO A NEW OWNER WHO SENT AN A&P/PLT TO WORK ON THE ACFT. THIS PLT HAD WORKED FOR THE NEW OWNER ON PREVIOUS OCCASSIONS FERRYING ACFT. THE PLT WORKED ON THE ACFT FOR SEVERAL DAYS BEFORE DEPARTING FOR CHATTANOOGA. INVESTIGATION REVEALED THAT THE LEFT ENG WAS NOT DEVELOPING POWER AT THE TIME OF THE ACCIDENT. THE THROTTLE AND PROP LEVERS WERE FOUND IN THE CLOSED POSITION. AN ENG RUNUP FOUND BOTH ENGS NOT AIRWORTHY DUE TO OIL PRESSURE PROBLEMS & METAL IN THE SCREENS.

Brief of Accident (Continued)

File No. - 244

2/20/84

CHARLESTON, TN

A/C Reg. No. N6000F

Time (Lcl) - 1810 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)
2. MAINTENANCE - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. IMPROPER USE OF FACILITY, SELF-INDUCED PRESSURE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 225 3/29/84 SOUTH FULTON, TN A/C Reg. No. N1296W Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire NONE

Crew 0
Pass 0

Fatal 0
0

Injuries

Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

-----Aircraft Information-----

Make/Model - WEATHERLY 201C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - P & W R-985 SERIES
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A
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 - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point FULTON, KY
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
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 39

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	Last 24 Hrs	Last 30 Days	Last 90 Days
- UNK/NR	- UNK/NR	- UNK/NR	- UNK/NR
Make/Model- UNK/NR			
Instrument- UNK/NR			
Multi-Eng - UNK/NR			
	Rotorcraft - UNK/NR		

Instrument Rating(s) - NONE

-----Narrative-----

FIVE MILES AFTER TAKEOFF THE ACFT ENGINE BEGAN SPUTTERING AND LOSING POWER. THE PLT DUMPED HIS LOAD AND STILL COULD NOT MAINTAIN FLIGHT. THE ACFT COULD NOT BE STOPPED BEFORE COLLIDING WITH FENCE AND TREES DURING A DOWNWIND LANDING ON WET PASTURE GRASS. INVESTIGATION REVEALED WATER IN THE FUEL.

Brief of Accident (Continued)

File No. - 225

3/29/84

SOUTH FULTON, TN

A/C Reg. No. N1296W

Time (Lcl) - 1430 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WEATHER CONDITION - TAILWIND
 5. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
 6. TERRAIN CONDITION - WET
 7. OBJECT - FENCE
 8. 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) 1,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 315

1/06/84

DEL RIO, TX

A/C Reg. No. N8117Z

Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-236
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3A5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - 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 - 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
HOUSTON, 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 AIRSTRIP

Airport Data
PRIVATE

Runway Ident - UNK/NR
Runway Lth/Wid - 4000 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - UNK/NR
Biennial Flight Review
Current - YES
Months Since - 2
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-----

DURING LANDING ON A 4000 FT SOD RANCH STRIP THE PLT RAN OFF THE RWY INTO A RAVING AND COLLAPSED THE LANDING GEAR. THE PLT SAID HE LANDED IN A CRAB AND RAN OFF THE RWY. THE OWNER ON FORM 6120.1 STATED THAT IT WAS PLT ERROR, THAT THE PLT MISSED THE RWY AND RAN INTO THE RAVINE AT THE END OF RWY.

Brief of Accident (Continued)

File No. - 315

1/06/84

DEL RIO, TX

A/C Reg. No. N8117Z

Time (Lc1) - 1430 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - DITCH
-

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

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) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 314 1/09/84 WARING, TX A/C Reg. No. N9515Y Time (Lcl) - 0940 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries			
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING			0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAN ANGELO, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAN ANTONIO, TX	RUST
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2000 -UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - GRASS/TURF
Lowest Ceiling - UNK/NR	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WET
Obstructions to Vision- FOG		
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)
COMMERCIAL	Current - YES	Total - 913
SE LAND	Months Since - 8	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 712
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 36
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLT IN IMC CONDITIONS, THE ALTERNATOR BECAME INOPERATIVE. SUBSEQUENTLY, THE ACFT LOST ELECTRICAL POWER, BUT THE PLT HAD GOTTEN INTO VMC CONDITIONS. HE ELECTED TO LAND ON A PRIVATE GRASS STRIP. HE REPORTED THAT HIS APCH SPEED WAS TOO FAST, HE LANDED LONG & THERE WAS NO EFFECTIVE BRAKING ON WET GRASS. THE ACFT CONTINUED OFF THE END OF THE RWY, WENT DOWN A SLOPE & HIT 2 FENCES & A SMALL BUILDING. A BROKEN TERMINAL WAS FOUND ON AN ALTERNATOR LEAD.

Brief of Accident (Continued)

File No. - 314

1/09/84

WARING, TX

A/C Reg. No. N9515Y

Time (Lc1) - 0940 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC WIRING - FAILURE, TOTAL
2. ELECTRICAL SYSTEM, ALTERNATOR - INOPERATIVE

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

8. TERRAIN CONDITION - DOWNHILL
9. OBJECT - FENCE
10. OBJECT - BUILDING (NONRESIDENTIAL)

----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) 1,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 290 1/12/84 JAYTON, TX A/C Reg. No. N3014N Time (Lcl) - 1740 CST

-----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 -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 120	Eng Make/Model - CONT MOTOR C85-12F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
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 AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KENT COUNTY
Wind Dir/Speed- 025/003 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 50
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
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 - UNK/NR	Total - 4060
SE LAND	Months Since - 0	Make/Model- 425
	Aircraft Type - UNK/NR	Instrument- 11
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING. THE PLT SAID HE WAS TRYING TO CORRECT A VEER IN THE TAIL WHEEL ACFT AND MAY HAVE INADVERTANTLY USED THE RIGHT BRAKE.

Brief of Accident (Continued)

File No. - 290

1/12/84

JAYTON, TX

A/C Reg. No. N3014N

Time (Lc1) - 1740 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRCRAFT PERFORMANCE, TURN CAPABILITY - ERRATIC
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 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) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 292 2/02/84 EL PASO, TX A/C Reg. No. N49086 Time (Lcl) - 1305 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - RYAN PT-22C	Eng Make/Model - RANGER C440-5 R5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1885	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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	EL PASO INTERNATIONAL
Wind Dir/Speed- 350/006 KTS	ATC/Airspace	Runway Ident - 26R
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5600/ 75
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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,FLT ENG	Current - YES	Total - 7000
SE LAND,ME LAND	Months Since - 14	Make/Model- 22
	Aircraft Type - UNK/NR	Instrument- 1900
		Multi-Eng - 4900
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

INVESTIGATION REVEALED A TOUCH-AND-GO LANDING WAS COMPLETED WHEN THE ACFT BECAME AIRBOURNE PREMATURELY AND DRIFTED SLOWLY LEFT IN A LIGHT CROSSWIND. AFTER FLYING ABOUT 2000 FT THE MAIN GEAR STRUCK THE TOP OF A SAND DUNE AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 292

2/02/84

EL PASO, TX

A/C Reg. No. N49086

Time (Lcl) - 1305 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. ROTATION - PREMATURE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 293 2/04/84 LAMKIN, TX A/C Reg. No. N3343A Time (Lcl) - 1330 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	1	0
Accident Occurred During	-LANDING		Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- PIPER PA-22-135	Eng Make/Model	- LYCOMING O-290-D2	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1850	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 135 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- 360/015 KTS</p> <p>Visibility - 7.0 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 RANGER, TX</p> <p>Destination LAMKIN, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 3800 -UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
	Current - N/A	Total - 220
	Months Since - N/A	Make/Model- 32
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSE GEAR DUG INTO THE SOFT SOD RWY AND COLLAPSED. AFTER THE NOSE GEAR COLLAPSED THE ACFT NOSED OVER AND SLID INVERTED FOR ABOUT 100 FT. THE FAA COORDINATOR SAID THE PLT APPARENTLY FORCED THE NOSE DOWN WHILE TRYING TO MAINTAIN DIRECTIONAL CONTROL. STUDENT PLT CERTIFICATE AND MEDICAL CERTIFICATES WERE INVALID AT TIME OF ACCIDENT.

Brief of Accident (Continued)

File No. - 293

2/04/84

LAMKIN, TX

A/C Reg. No. N3343A

Time (Lc1) - 1330 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 281 2/06/84 LAMPASAS, TX A/C Reg. No. N9480L Time (Lc1) - 1145 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Fire
ON GROUND

Crew
Pass

-----Aircraft Information-----

Make/Model - AMERICAN AA-1A
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 - 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
WAXAWACHIE, TX
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

Age - 56
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	521	Last 24 Hrs -	UNK/NR
Make/Model	-	65	Last 30 Days-	6
Instrument-	4		Last 90 Days-	15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DESCENDED INTO THE GROUND ALONG THE EAST BANK OF THE COLORADO RIVER AT ABOUT A 45 DEG ANGLE TO THE HORIZON IN A WINGS LEVEL ATTITUDE. THERE WERE NO WITNESSES TO THE ACCIDENT. INVESTIGATION REVEALED THAT THE PLT WAS PLANNING A SPRINGTIME CANOE TRIP DOWN THE RIVER. HIS FATHER SUSPECTED THAT HE MIGHT HAVE BEEN CHECKING THE RIVER IN PREPARATION FOR THIS TRIP WHEN THE ACCIDENT OCCURRED. INVESTIGATION DID NOT REVEAL ANY MALFUNCTION OF THE ACFT SYSTEMS.

Brief of Accident (Continued)

File No. - 281

2/06/84

LAMPASAS, TX

A/C Reg. No. N9480L

Time (Lc1) - 1145 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
 3. LOW PASS - PERFORMED - 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 294 2/08/84 BENAVIDES, TX A/C Reg. No. N8478E Time (Lc1) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELL 47G-2A	Eng Make/Model - LYCOMING VO-435-A1E	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 240 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- 030/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5339
	Months Since - 7	Last 24 Hrs - 5
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1717
		Last 30 Days- UNK/NR
		Last 90 Days- 231
		Rotorcraft - 5339

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS HERDING CATTLE WHEN AN ENG FAILURE OCCURRED OVER A SMALL GROUP OF TREES. THE PLT AUTO-ROTATED AND THE ACFT LANDED HARD.

Brief of Accident (Continued)

File No. - 294

2/08/84

BENAVIDES, TX

A/C Reg. No. N8478E

Time (Lcl) - 1300 CST

Occurrence #1 LOSS OF POWER
Phase of Operation HOVER

Finding(s)

1. MISCELLANEOUS - UNDETERMINED
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)
 5. FLARE - NOT POSSIBLE - PILOT IN COMMAND
 6. 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) 1,5,6

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. - 295 2/10/84 HEIDENHEIMER, TX A/C Reg. No. N5407 Time (Lc1) - 1645 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4500

No. of Seats - 1

Eng Make/Model - P & W R-985-AN1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 135/012 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - DRY

SOFT

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)

COMMERCIAL

SE LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3069

Make/Model- 1845

Instrument- 11

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED IN THE FIELD HE WAS SPRAYING TO TELL THE FLAGMAN HE WAS QUITTING FOR THE DAY. DURING LANDING ROLL THE RIGHT MAIN GEAR DUG INTO THE SOFT DIRT AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 295

2/10/84

HEIDENHEIMER, TX

A/C Reg. No. N5407

Time (Lc1) - 1645 CST

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT

2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 282 2/15/84 PRESIDIO, TX A/C Reg. No. N3PN Time (Lcl) - 1240 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal		Injuries		
Type of Operation -PERSONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	1	0	0
Accident Occurred During -LANDING				1	4	0

-----Aircraft Information-----

Make/Model - PIPER PA-31P	Eng Make/Model - LYCOMING TIGO-541-E1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 425 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PRECIDIO, TX	
Wind Dir/Speed- 270/015 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE	PRECAUTIONARY LANDIN	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 3207
SE LAND, ME LAND	Months Since - 26	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 500
		Last 30 Days- UNK/NR
		Instrument- 549
		Last 90 Days- 36
		Multi-Eng - 3122

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A X-COUNTRY FLT THE PLT COULD NOT LOCATE A REFUELING STOP AND LANDED 100 MILES AWAY. NO REFUELING WAS ACCOMPLISHED AND HE DECIDED TO GO ON TO HIS DESTINATION WITH THE FUEL REMAINING. ENROUTE HIS RIGHT ENGINE COUGHED AND HE REALIZED HE WAS RUNNING OUT OF FUEL. AFTER SWITCHING TO CROSSFEED NORMAL ENGINE OPERATION WAS RESTORED. EVEN THOUGH HE WAS ONLY ABOUT 3 MILES FROM HIS DESTINATION HE DECIDED TO LAND ON A 4000 FT DIRT AGRICULTURAL AIRSTRIP WHICH HE SAW DIRECTLY BELOW HIM. HE FORCED THE ACFT DOWN AND LANDED DOWNWIND AT HIGH SPEED ABOUT MIDWAY DOWN THE RWY. THE ACFT DID NOT STOP ON THE RWY AND OVERRAN INTO A DIRT BANK AND A FENCE. THE LANDING GEAR WAS KNOCKED OFF AND THE ACFT BECAME AIRBORNE FOR 700 MORE FT BEFORE IMPACTING AND TUMBLING. THE ACFT CAME TO REST INVERTED ABOUT 825 FT PAST THE DIRT BANK. A FIRE DEVELOPED IN THE LEFT WING AND CONSUMED MOST OF THE AREA IN THE VICINITY OF THE LEFT FUEL TANK OUTBOARD OF THE LEFT ENGINE. THE PLT STATED THAT THERE WERE NO MALFUNCTIONS OF THE ACFT OR SYSTEMS.

Brief of Accident (Continued)

File No. - 282

2/15/84

PRESIDIO,TX

A/C Reg. No. N3PN

Time (Lcl) - 1240 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

7. WEATHER CONDITION - TAILWIND
8. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
9. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
10. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
11. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

12. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,8,9,10,11

Factor(s) relating to this accident is/are finding(s) 1,7,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 283 2/16/84 BROWNSVILLE, TX A/C Reg. No. N7415L Time (Lcl) - 1850 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	5	0

Type of Operation -EXECUTIVE/CORPORATE

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-31
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 6

Eng Make/Model - LYCOMING IO-720-A1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 400 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 - IMC

Wind Dir/Speed- UNK/NR

Visibility - 1.000 SM

Lowest Sky/Clouds -

Lowest Ceiling - 300 FT OBSCURED

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

DALLAS, TX

Destination

BROWNSVILLE, TX

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BROWNSVILLE INT'L

Runway Ident - 13R

Runway Lth/Wid - 7400/ 150

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - UNK/NR

Type of Clearance - VFR

Type Apch/Lndg - ILS-LOCALIZER

STOP AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 62

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 9376

Make/Model- 9370

Instrument- 1050

Multi-Eng - 6876

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS MANEUVERING FOR AN ILS APPROACH WHEN HE COLLIDED WITH THE GROUND. HE SAID HE WAS DISTRACTED BY THE SWINGING CDI AND WAS BELOW THE GLIDE SLOPE. HE SAID HE STARTED TO ADD POWER FOR A MISSED APPROACH AND THE ACFT IMPACTED THE GROUND. A PASSENGER SAID HE DID NOT NOTICE ANY CHANGE IN ENGINE SOUNDS DURING THE APPROACH. THE PLT STATED THAT HE SHOULD HAVE STARTED HIS MISSED APPROACH SOONER.

Brief of Accident (Continued)

File No. - 283

2/16/84

BROWNSVILLE, TX

A/C Reg. No. N7415L

Time (Lc1) - 1850 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

5. WEATHER CONDITION - FOG
6. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. MISSED APPROACH - DELAYED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6,7,8,9

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. - 320 2/16/84 ACUFF, TX

A/C Reg. No. N49126

Time (Lc1) - 1215 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 315/005 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
LUBBOCK, TX
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, CFI
SE LAND, ME LAND

Age - 27

Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 987
Make/Model	- 520
Instrument	- 88
Multi-Eng	- 46
Last 24 Hrs	- 2
Last 30 Days	- UNK/NR
Last 90 Days	- 98

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI SIMULATED AN ENGINE FAILURE DURING FLT AT ABOUT 1000 FT AGL. WHEN THROTTLE WAS ADVANCED THE ENGINE DID NOT RESPOND. THE CFI MADE A FORCED LANDING IN A PLOWED FIELD AND THE ACFT NOSED OVER IN THE SOFT FURROWED DIRT. AN EXAM REVEALED NO ENG PROBLEMS, EXCEPT THE #1 CYLINDER HAD LOW COMPRESSION DUE TO FROZEN RINGS & THE SPARK PLUGS HAD INDICATIONS OF BURING OIL.

Brief of Accident (Continued)

File No. - 320

2/16/84

ACUFF, TX

A/C Reg. No. N49126

Time (Lc1) - 1215 CST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)

1. UNDETERMINED
 2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 3. GO-AROUND - ATTEMPTED -
 4. GO-AROUND - NOT POSSIBLE -
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
 6. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 285 2/20/84 BASTROP, TX A/C Reg. No. N15043 Time (Lcl) - 1715 CST

-----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
IN FLIGHT

Crew
Pass

-----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-E2A
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- 010/012 KTS
Visibility - 10.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 4800 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JACKSONVILLE, FL
Destination
PLEASANTON, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 06
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 - 30
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 - 103
Make/Model- 60
Instrument- 2
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE LOST POWER AND THE PLT NOTICED SMOKE COMING FROM THE DEFROST VENT. AN EMERGENCY LANDING WAS MADE ON A LOCAL HIGHWAY. EXAMINATION REVEALED THAT THE EXHAUST PIPE WAS DISCONNECTED FROM THE MUFFLER AND THE HOT GASES MELTED A ROCKER BOX OIL DRAIN LINE. THE OIL IGNITED AND BURNED THE MAGNETO "P" LEAD WIRES WHICH CAUSED A TOTAL ENGINE FAILURE. PIPER AD 70-16-05 ADDRESSES THIS PROBLEM IN EARLIER MODEL ACFT. AN ATTEMPT IS BEING MADE BY FAA TO INCLUDE LATER MODEL ACFT IN THE AD.

Brief of Accident (Continued)

File No. - 285

2/20/84

BASTROP, TX

A/C Reg. No. N15043

Time (Lcl) - 1715 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. EXHAUST SYSTEM, BAFFLE - LOOSE
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. EXHAUST SYSTEM, STACK - LEAK

Occurrence #2 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)

4. FLUID, OIL - BURNED
5. IGNITION SYSTEM, IGNITION LEAD - BURNED

Occurrence #3 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

6. EXHAUST SYSTEM - FIRE

Occurrence #4 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6

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. - 289 2/21/84 PEARLAND, TX A/C Reg. No. NONE Time (Lcl) - 1810 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 103
Accident Occurred During - TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - VAMPIRE SATALAR
Landing Gear - UNK/NR
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - SOLO UNKNOWN
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 20 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- 360/005 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
PEARLAND, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance -
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

PEARLAND
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)

Age - 33
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 20	Last 24 Hrs	- UNK/NR
Make/Model-	1	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	1

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPARTED THE PEARLAND ARPT, CLIMBED TO ABOUT 150 FEET AGL, ENTERED A LEFT TURN, STALLED AND CRASHED THROUGH THE METAL ROOF OF A HANGAR. THE PLT STATED HE WAS EAGER TO GET AIRBORNE AND FLY THE TRAFFIC PATTERN BEFORE SUNDOWN. HE STATED THAT HE CLIMBED TOO STEEP, MADE A LEFT TURN AND STALLED THE LEFT WING.

Brief of Accident (Continued)

File No. - 289

2/21/84

PEARLAND, TX

A/C Reg. No. NONE

Time (Lcl) - 1810 CST

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. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

4. OBJECT - AIRPORT FACILITY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 279 2/25/84 LONGVIEW, TX A/C Reg. No. N2491N Time (Lcl) - 1740 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - SUPPLEMENTAL	Aircraft Damage SUBSTANTIAL		Fatal	Injuries			
Type of Operation - PERSONAL	Fire	Crew	0	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING				0	0	1	

-----Aircraft Information-----

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C85-12	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 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- 155/010 KTS</p> <p>Visibility - 30.0 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 SAME AS ACC/INC</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 FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>EAST SIDE</p> <p>Runway Ident - 13</p> <p>Runway Lth/Wid - 2400/ 75</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) STUDENT</p>	<p>Age - 20</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 - 97</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 82</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 5</td> <td>Last 90 Days- 6</td> </tr> </table>	Total - 97	Last 24 Hrs - 1	Make/Model- 82	Last 30 Days- UNK/NR	Instrument- 5	Last 90 Days- 6
Total - 97	Last 24 Hrs - 1							
Make/Model- 82	Last 30 Days- UNK/NR							
Instrument- 5	Last 90 Days- 6							

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED IN AN ROUGH SURFACE OVERRUN AREA MARKED BY PAINTED TIRES AS UNUSABLE. THE RIGHT MAIN GEAR COLLAPSED AFTER TOUCHDOWN AND THE ACFT SLID TO A STOP. THE PLT SAID HE DID NOT SEE THE TIRES MARKING THE OVERRUN UNTIL AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 279

2/25/84

LONGVIEW, TX

A/C Reg. No. N2491N

Time (Lcl) - 1740 CST

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF FACILITY,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,TOTAL - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
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) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 287 3/06/84 FORT WORTH, TX A/C Reg. No. N777RG Time (Lcl) - 1053 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - MANEUVERING			0	0	0	2
			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES/NO
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	OFF AIRPORT/STRIP
Method - N/A	FT. WORTH, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MEACHAM FIELD
Wind Dir/Speed- 330/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 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 - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 581
SE LAND, ME LAND	Months Since - 7	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 16
		Instrument- 67
		Multi-Eng - 52
		Last 30 Days- UNK/NR
		Last 90 Days- 192

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LANDING IN AN OPEN FIELD NEAR THE ARPT WHEN THE RIGHT ENGINE STOPPED AT ABOUT 50-100 FT AGL DURING A TOUCH AND GO LANDING. THE CFI ABOARD SAID HE HAD POSITIONED THE FUEL TANK SELECTOR TO THE INBOARD TANKS PRIOR TO THE LAST APPROACH OR THE ONE BEFORE AND DID NOT TOUCH THEM AGAIN. POST ACCIDENT INVESTIGATION SHOWED THE LEFT SELECTOR WAS ON THE INBOARD TANK. THE RIGHT SELECTOR WAS POSITIONED TO OFF AND THE CROSSFEED CONTROL WAS OFF. DURING THE EMERGENCY THE LANDING GEAR WAS NOT RETRACTED A RIGHT ENGINE RESTART WAS NOT ATTEMPTED. THE RIGHT ENGINE WAS NOT FEATHERED AND A TURN OF 145 DEGREES WAS MADE INTO THE "DEAD" ENGINE. A RWY ALIGNED WITH THE TAKEOFF RWY WAS LESS THAN 3 MILES AHEAD. THE ACFT LANDED GEAR DOWN AND FLAPS UP. BOTH MAIN GEAR SEPARATED ON LANDING. WHEN THE FUEL SYSTEM, WAS PROPERLY POSITIONED AFTER THE ACCIDENT AND THE ACFT PUT ON A FLATBED BOTH ENGINES OPERATED SATISFACTORILY.

Brief of Accident (Continued)

File No. - 287

3/06/84

FORT WORTH, TX

A/C Reg. No. N777RG

Time (Lc1) - 1053 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND(CFI)
2. EMERGENCY PROCEDURE - NOT USED - PILOT IN COMMAND(CFI)
3. EMERGENCY PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND(CFI)
4. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
5. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
7. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND(CFI)
8. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 303 3/31/84 LUBBOCK, TX A/C Reg. No. N5586A Time (Lcl) - 1400 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - TAKEOFF						

-----Aircraft Information-----

Make/Model - MARTIN AM-1 (MAULER)	Eng Make/Model - P & W R-4360	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 38500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 4000 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	TOWN AND COUNTRY
Wind Dir/Speed- 350/005 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 40
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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3498
SE LAND, ME LAND	Months Since - 8	Make/Model- 1
	Aircraft Type - UNK/NR	Instrument- 17
		Multi-Eng - 1220
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS MAKING A TAKEOFF IN THIS LARGE SINGLE ENGINE SINGLE SEAT ACFT AFTER ONLY 1 HOUR OF EXPERIENCE. THE PLT SAID THAT THE ENGINE OR PROPELLER MALFUNCTIONED. THE ACFT VEERED OFF THE SIDE OF THE RWY THROUGH A FENCE AND STRUCK 4 HORSES. AN FAA INSPECTOR COULD FIND NO EVIDENCE OF A PROP OR ENGINE MALFUNCTION. THIS 4000 HP R-4360 ENGINE CREATES A CONSIDERABLE AMOUNT OF TORQUE AT FULL THROTTLE WHICH REQUIRES PLT INPUT TO MAINTAIN DIRECTIONAL CONTROL.

Brief of Accident (Continued)

File No. - 303

3/31/84

LUBBOCK, TX

A/C Reg. No. N5586A

Time (Lc1) - 1400 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
 4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

5. OBJECT - FENCE
 6. OBJECT - ANIMAL(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 288 4/11/84 PAPALOTE, TX A/C Reg. No. N19557 Time (Lcl) - 1745 CST

-----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	1
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONT MOTOR 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	UNK/NR
Method - N/A	BEEVILLE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 135/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 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 - UNK/NR	Runway Status - UNK/NR
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)
STUDENT	Current - N/A	Total - 51
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 51
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A POWERLINE WHILE MAKING A LOW PASS OVER A LOCAL RESIDENCE DURING A SOLO TRAINING FLT. THE PLTS RECOMMENDATION FOR PREVENTION IS TO "USE COMMON SENSE."

Brief of Accident (Continued)

File No. - 288

4/11/84

PAPALOTE, TX

A/C Reg. No. N19557

Time (Lc1) - 1745 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. LOW PASS - 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) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 221 1/05/84 SALT LAKE CITY,UT A/C Reg. No. N234AD Time (Lcl) - 0950 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire Crew Pass
NONE

-----Aircraft Information-----

Make/Model - PIPER AEROSTAR 601P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-S1A5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - 1.000 SM
Lowest Sky/Clouds -
Lowest Ceiling - 300 FT OBSCURED
Obstructions to Vision- SMOKE
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LAS VEGAS,NV

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

INTERNATIONAL
Runway Ident - 34R
Runway Lth/Wid - 9596/ 150
Runway Surface - SNOW
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND

Age - 47
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 12500 Last 24 Hrs - UNK/NR
Make/Model- 320 Last 30 Days- UNK/NR
Instrument- 8240 Last 90 Days- 185

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED SHORTLY AFTER TAKEOFF IN IMC WEATHER. INVESTIGATION REVEALED THAT FOLLOWING A DISTRACTION FROM A CABIN DOOR BEING LEFT AJAR, COUPLED WITH SOLID IFR FLIGHT CONDITIONS, RESULTED IN THE ACFT ENTERING A STALL PROFILE. THE PLT EXECUTED A FORCED LANDING INTO AN OPEN FIELD. EXAMINATION OF THE ACFT AND ENGINE FAILED TO REVEAL ANY PRE-IMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 221

1/05/84

SALT LAKE CITY,UT

A/C Reg. No. N234AD

Time (Lc1) - 0950 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR, EXTERIOR CREW - UNLOCKED
2. CHECKLIST - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
4. WEATHER CONDITION - FOG
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. WEATHER CONDITION - SNOW
7. STALL - INADVERTENT - COPILOT
8. SUPERVISION - INADEQUATE - 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) 2,3,5,7,8

Factor(s) relating to this accident is/are finding(s) 1,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 387 2/17/84 DUCHESNE,UT A/C Reg. No. N6479N Time (Lcl) - 0900 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier -FBN LEASING COMPANY	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING - ROLL					

-----Aircraft Information-----

Make/Model - CESSNA T-210	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SALT LAKE CITY,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DUCHESNE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 4.000 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5800/ 60
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----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 - UNK/NR	Total - 4265
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 4
GLIDER	Aircraft Type - UNK/NR	Make/Model- 85
		Instrument- UNK/NR
		Multi-Eng - 1100
		Last 30 Days- UNK/NR
		Last 90 Days- 150
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED THE SIDE OF THE RWY DURING THE LANDING ROLL. THE PLT STATED THAT HE COULD NO DETERMINE WHERE THE CENTER OF THE RWY WAS DUE TO ABOUT 2 INCHES OF FRESH SNOW. THE RT LANDING GEAR COLLAPSED & THE NOSE GEAR FAILED.

Brief of Accident (Continued)

File No. - 387

2/17/84

DUCHESNE,UT

A/C Reg. No. N6479N

Time (Lc1) - 0900 MST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - SNOWBANK
 2. LEVEL OFF - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - WHITEOUT
-

-----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. - 309 2/26/84 SALT LAKE CITY,UT A/C Reg. No. N54KS Time (Lcl) - UNK/NR

-----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 -DESCENT					

-----Aircraft Information-----

Make/Model - KEITH A SMITH KR-2	Eng Make/Model - VOLKSWAGEN 1835	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 60 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WEST JORDAN,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 010/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 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 - UNK/NR	
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 - 221
SE LAND	Months Since - 11	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 5
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 4
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A MOUNTAIN RIDGE IN A FLAT"PANCAKE"ATTITUDE,NO EVIDENCE OF FOWARD MOTION WAS APPARENT AND ALL THE WRECKAGE WAS CONFINED TO THE IMMEDIATE AREA. THE WOODEN PROP WAS INTACT WITH THE EXCEPTION OF 2 INCHES MISSING FROM THE END OF ONE BLADE, AND NO ROTATIONAL DAMAGE WA NOTED. THE FUSELAGE WAS TWISTED TO THE RIGHT AND DETACHED FROM THE WINGS. ROCK UNDER THE WRECKAGE WERE PRESSED STRAIGHT DOWN INTO THE SURFACE. THE ACCIDENT LOCATION WAS ABOUT 1/2 WAY UP A 6500 FT RIDGE WHICH FORMED A BOX CANYON KNOW AS DEADMAN'S WASH. THE ENGINE LOG WAS NOTED FOR ALL FLT'S & INDICATED THE ENGINE HAD AN OVERHEAT PROBLEM. THIS ENGINE WAS BUILT AS"NEW"BY THE PLT FROM PARTS AND PLANS AS OBTAINED FROM HAPI ENGINES. THE PLT HAD LIMITED EXPERIENCE WITH POWERPLANTS. POST ACCIDENT INSPECTION SHOWED THAT THE MIXTURE CONTROL METERING ROD WAS NOTED TO HAVE ONLY HALF OF THE METERING ORFICE OPEN AT FULL RICH MIXTURE. THIS WOULD CAUSE A LEAN MIXTURE AT FULL RICH. THE PISTONS AND VALVES SHOWED EVIDENCE OF OPERATING AT EXCESSIVE TEMPERATURES WITH EXCESSIVE WEAR.

Brief of Accident (Continued)

File No. - 309

2/26/84

SALT LAKE CITY,UT

A/C Reg. No. N54KS

Time (Lc1) - UNK/NR

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation MANEUVERING

Finding(s)

1. MIXTURE CONTROL - INCORRECT
2. MAINTENANCE,ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - OTHER MAINTENANCE PSNL
4. ENGINE ASSEMBLY,PISTON - OVERTEMPERATURE
5. ENGINE ASSEMBLY,VALVE - OVERTEMPERATURE

Occurrence #2 FORCED LANDING

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

6. TERRAIN CONDITION - HIGH TERRAIN
7. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

8. WEATHER CONDITION - HIGH DENSITY ALTITUDE
9. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
10. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,9

Factor(s) relating to this accident is/are finding(s) 3,6,7,8,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 307 3/06/84 TREMONTON, UT A/C Reg. No. N8260H Time (Lcl) - 1000 MST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	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	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- CALLAIR A	Eng Make/Model	- LYCOMING O-540-G2A5	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	- 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	TREMONTON, UT	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- CALM		Runway Ident
Visibility	- 30.0 SM	ATC/Airspace	- N/A
Lowest Sky/Clouds	-	Type of Flight Plan	- N/A
Lowest Ceiling	- 12000 FT OVERCAST	Type of Clearance	- N/A
Obstructions to Vision	- HAZE	Type Apch/Lndg	- N/A
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 - 8673	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 13	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 10	Last 90 Days- 74

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOW COVERED FIELD WHILE THE PLT WAS APPLYING CARBON BLACK AND FERTILIZER TO INDUCE SNOW MELT. THE OVERCAST SKY"GAVE A WHITE-OUT EFFECT ON DEPTH PERCEPTION". THE COLLISION WITH A RISE IN THE FIELD TORE OFF THE LANDING GEAR AND THE ACFT SLID TO A STOP IN THE SNOW.

Brief of Accident (Continued)

File No. - 307

3/06/84

TREMONTON,UT

A/C Reg. No. N8260H

Time (Lc1) - 1000 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - HAZE
3. TERRAIN CONDITION - SNOW COVERED
4. WEATHER CONDITION - WHITEOUT
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
7. TERRAIN CONDITION - RISING
8. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

9. 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) 5,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 273 3/16/84 PROVO,UT A/C Reg. No. N5042F Time (Lcl) - 1415 MST

-----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 -TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - HILLER FH 1100
Landing Gear - SKID
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - ALLISON 250-C18BR
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 274 HP

ELT Installed/Activated - UNK/NR
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 - 100.0 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 - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

PROVO MUNICIPAL
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND
HELICOPTER

Age - 48

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 871	Last 24 Hrs	- 2
Make/Model-	37	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	79
Multi-Eng -	UNK/NR	Rotorcraft -	508

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED IN SOGGY TERRAIN AND THE RIGHT SKID SANK INTO THE SURFACE. ONE OF THE OCCUPANTS OF THE HELICOPTER DEPLANED TO "LIGHTEN THE LOAD" AND THE PLT OVERCORRECTED IN AN ATTEMPT TO TAKEOFF. THE ACFT ROLLED OVER ONTO ITS LEFT SIDE.

Brief of Accident (Continued)

File No. - 273

3/16/84

PROVO,UT

A/C Reg. No. N5042F

Time (Lcl) - 1415 MST

Occurrence ROLL OVER
Phase of Operation TAKEOFF

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 386 4/13/84 MONTICELLO,UT A/C Reg. No. N4FN Time (Lc1) - 1030 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	2
Accident Occurred During -					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2016	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	GRAND CANYON,AZ	SAN JUAN
Wind Dir/Speed- 010/010 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4800/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 124
SE LAND	Months Since - 10	Make/Model- 21
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED UPHILL WITH A TAILWIND AT NEAR GROSS WEIGHT WITH A HIGH DENSITY ALTITUDE. THE FLIGHT WAS LATE GETTING STARTED & AN EXCESSIVE MAGNETO DROP WAS ATTRIBUTED TO A FOULED PLUG. THE PILOT ALSO STATED THAT HE WAS UNDER MENTAL STRESS. THE ACFT LIFTED OFF BUT SLOWLY LOST ALTITUDE & IMPACTED A MILE FROM THE AIRPORT. BOTH WINGS WERE DEMOLISHED.

Brief of Accident (Continued)

File No. - 386

4/13/84

MONTICELLO,UT

A/C Reg. No. N4FN

Time (Lcl) - 1030 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - DIRTY (FOGGY)
2. WEATHER CONDITION - TAILWIND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. TERRAIN CONDITION - UPHILL
5. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
7. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 234 1/07/84 CHARLOTTESVILLE, VA A/C Reg. No. N2462J Time (Lcl) - 1658 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
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL D-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 - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 310/008 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
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

CHARLOTTESVILLE
Runway Ident - 03
Runway Lth/Wid - 6001/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----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 - 18 Last 24 Hrs - 1
Make/Model- 18 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 18
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT REPORTED THAT HE STARTED TO LOSE CONTROL DURING THE LANDING AND ADDED POWER TO GO-AROUND. HE SAID HE PULLED BACK ON THE CONTROLS AND INADVERTANTLY RAISED THE FLAPS AFTER HE WAS ALREADY LOSING ALTITUDE. AFTER TOUCHDOWN, THE ACFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 234

1/07/84

CHARLOTTESVILLE,VA

A/C Reg. No. N2462J

Time (Lcl) - 1658 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 206 2/12/84 OAK GROVE, VA A/C Reg. No. N5546F Time (Lcl) - 1558 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -APPROACH			0	0	0	1
				0	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - UNK/NR
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-----

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 - IMC	LOCAL	HARBOR VIEW
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - 15
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2565/ 100
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - OBSCURED	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 300
SE LAND	Months Since - 5	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) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING AN APPROACH TO LAND IN IMC WEATHER. THE PLT HAD TAKEN OFF ABOUT 10 MINUTES EARLIER AND WHEN FOG ROLLED IN HE TRIED TO LAND. AFTER ONE GO-AROUND HE MADE A 2ND APPROACH AND DESCENDED TO 75 FT AGL TO OBTAIN BETTER VISIBILITY AND COLLIDED WITH TREES SHORT OF THE ARPT.

Brief of Accident (Continued)

File No. - 206

2/12/84

OAK GROVE, VA

A/C Reg. No. N5546F

Time (Lc1) - 1558 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - FOG
2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. OBJECT - TREE(S)
4. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
5. DESCENT - PREMATURE - 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. - 360 3/04/84 FT. EUSTIS, VA A/C Reg. No. N5046N Time (Lcl) - 1300 EST

-----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					1

-----Aircraft Information-----

Make/Model	- CITABRIA S-150	Eng Make/Model	- LYCOMING O-320-A20	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	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
- WEATHER NOT PERTINENT	SAME AS ACC/INC	FORT EUSTIS
Basic Weather		Runway Ident
- VMC		- 32
Wind Dir/Speed	ATC/Airspace	Runway Lth/Wid
- 070/008 KTS	Type of Flight Plan	- 3000/ 75
Visibility	- VFR	Runway Surface
- 15.0 SM	Type of Clearance	- ASPHALT
Lowest Sky/Clouds	- VFR	Runway Status
- CLEAR	Type Apch/Lndg	- DRY
Lowest Ceiling	- TRAFFIC PATTERN	
- NONE	FULL STOP	
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

-----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	- 160
SE LAND	Months Since - 9	Make/Model	- 6
	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE MADE A SMOOTH LANDING USING FULL FLAPS. HE STATED THAT SUDDENLY WITH NO WARNING, THE LEFT WING CAME UP AND THE RIGHT WING HIT THE RUNWAY. THE ACFT WENT OFF THE LEFT SIDE OF THE RUNWAY AND THE RT MAIN GEAR COLLAPSED. INVESTIGATION REVEALED THAT A CH-46 HELICOPTER HAD DEPARTED THE RUNWAY APPROXIMATELY 1 MIN PRIOR TO THE LANDING. OPERATIONAL STANDARDS WERE ISSUED REQUIRING 3 MINUTES BETWEEN HELICOPTER LIFT-OFF AND FLYING CLUB ACFT LANDINGS FOLLOWING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 360

3/04/84

FT. EUSTIS, VA

A/C Reg. No. N5046N

Time (Lc1) - 1300 EST

Occurrence #1 PROPELLER BLAST OR JET EXHAUST/SUCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. DISTANCE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 374 4/03/84 WOODBRIDGE,VA A/C Reg. No. N8415X Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -HOVER						

-----Aircraft Information-----

Make/Model - ROBINSON R22A	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 - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 124 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	WOODBRIDGE
Wind Dir/Speed- 080/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - UNK/NR	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - SOFT
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)
COMMERCIAL,CFI	Current - YES	Total - 1176
SE LAND,ME LAND,SE SEA	Months Since - 11	Make/Model- 452
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 80
		Multi-Eng - 6
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 191
		Rotorcraft - 452

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI STATED THAT WHILE HOVERING WITH A PROSPECTIVE STUDENT PILOT USING THE CYCLIC CONTROL, THE STUDENT PUSHED RAPIDLY FORWARD ON THE CYCLIC CONTROL. THE INSTRUCTOR PILOT (CFI) ATTEMPTED TO REGAIN CONTROL BUT THE ACFT STRUCK A TREE AND CRASHED.

Brief of Accident (Continued)

File No. - 374

4/03/84

WOODBIDGE,VA

A/C Reg. No. N8415X

Time (Lcl) - 1630 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. RELINQUISHING OF CONTROL - INTENTIONAL - DUAL STUDENT
 2. IMPROPER DECISION, EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND(CFI)
 3. RELINQUISHING OF CONTROL - NOT CORRECTED - PILOT IN COMMAND(CFI)
 4. CYCLIC - IMPROPER USE OF - DUAL STUDENT
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation HOVER

Finding(s)

5. OBJECT - TREE(S)
 6. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - DUAL STUDENT
 7. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)
-

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) 1,2,3,4,6,7

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 251 5/09/84 BUCKINGHAM,VA A/C Reg. No. N73787 Time (Lcl) - 1930 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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A1A
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 - VMC
Wind Dir/Speed - 360/010 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 9000 FT. BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WASHINGTON,DC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - GO AROUND

Airport Proximity
ON AIRSTRIP

Airport Data

LOTUS AIRPORT
Runway Ident - 27
Runway Lth/Wid - 2700 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 300	Last 24 Hrs	- 2
Make/Model	- 150	Last 30 Days	- UNK/NR
Instrument	- 69	Last 90 Days	- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT BOUNCED AND DRIFTED DURING THE LANDING FLARE. THE PLT ADDED POWER TO GO-AROUND AND WAS UNABLE TO CLEAR THE TREES NEAR THE RWY.

Brief of Accident (Continued)

File No. - 251

5/09/84

BUCKINGHAM,VA

A/C Reg. No. N73787

Time (Lc1) - 1930 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

4. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 216 3/16/84 KENNEWICK,WA

A/C Reg. No. N9328N

Time (Lcl) - 1630 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 -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA A185F
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 100/009 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

VISTA

Runway Ident - 20

Runway Lth/Wid - 3490/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----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 - 243 Last 24 Hrs - 1

Make/Model- 73 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PERFORMING TOUCH AND GO LANDINGS WHEN HE LOST CONTROL OF THE ACFT AND GROUNDLOOPE. THE WIND WAS GUSTING TO 15 KTS.

Brief of Accident (Continued)

File No. - 216

3/16/84

KENNEWICK, WA

A/C Reg. No. N9328N

Time (Lcl) - 1630 PST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 249 4/03/84 GARFIELD,WA A/C Reg. No. N88666 Time (Lcl) - 1815 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 -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 180-A
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/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- 270/011 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 7000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GARFIELD,WA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 12
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - WET
SOFT

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)

STUDENT

Age - 34

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 - 92 Last 24 Hrs - 1

Make/Model- 92 Last 30 Days- UNK/NR

Instrument- 3 Last 90 Days- 32

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS LANDED IN A SOFT STUBBLE FIELD. THE LANDING GEAR MIRED AND THE ACFT GROUND LOOPED BREAKING THE RIGHT MAIN LANDING GEAR.

Brief of Accident (Continued)

File No. - 249

4/03/84

GARFIELD,WA

A/C Reg. No. N88666

Time (Lcl) - 1815 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR,MAIN GEAR ATTACHMENT - 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) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 366 4/08/84 MOUNT VERNON,WA A/C Reg. No. N4450N Time (Lcl) - 1530 PST

-----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 -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS1-26C
Landing Gear - SKI/WHEEL
Max Gross Wt - 600
No. of Seats - 2

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 - 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- 170/012 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BURLINGTON,WA

Destination

MOUNT VERNON,WA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BARKER

Runway Ident - 34

Runway Lth/Wid - 2050/ 100

Runway Surface - GRASS/TURF

Runway Status - DRY

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

GLIDER

Age - 38

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 171

Make/Model- 4

Instrument- 4

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE SAILPLANE ENCOUNTERED DETERIDRATING THERMALS & ELECTED TO MAKE AN OFF AIRPORT LANDING AS HE DID NOT THINK HE COULD REACH THE AIRPORT. HE OVERSHOT THE SELECTED FIELD IN HIS ATTEMPT TO MISS SOME WIRES AT THE APCH END OF THE FIELD DESPITE THE USE OF SPOILERS & SIDE SLIPPING. THE ACFT STRUCK A DITCH ON ROLLOUT.

Brief of Accident (Continued)

File No. - 366

4/08/84

MOUNT VERNON, WA

A/C Reg. No. N4450N

Time (Lc1) - 1530 PST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 OVERRUN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. 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) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 334 4/14/84 KENT,WA A/C Reg. No. N1092L Time (Lc1) - 1010 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-FERRY	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- HUGHES 369D	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3000	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 420 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	PENDLETON,OR	
Completeness	Destination	Airport Data
Basic Weather	SEATTLE,WA	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	- TRAFFIC ADVISORY	- N/A
Obstructions to Vision	- FORCED LANDING	Runway Surface
Precipitation		- N/A
Condition of Light		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND,ME LAND	Months Since	- 22	- 9200
HELICOPTER	Aircraft Type	- UNK/NR	Make/Model
			- 505
			Instrument
			- 500
			Multi-Eng
			- 500
			Last 24 Hrs
			- 4
			Last 30 Days
			- 16
			Last 90 Days
			- 16
			Rotorcraft
			- 6000

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT REQUESTED CLEARANCE TO TRANSIT THE SEATTLE TCA FOR A LANDING AT BOEING FIELD. HE WAS ADVISED OF A DC-10 DEPARTING THE SEATTLE-TACOMA INTL ARPT & WAS CAUTIONED ABOUT POSSIBLE WAKE TURBULENCE. THE DC-10 PASSED THE HELICOPTER WITH ABOUT 1 1/2 MI LATERAL SEPARATION & WAS ABOUT 600 FT HIGHER THAN THE HELICOPTER. SHORTLY AFTER THAT, THE HELICOPTER ENCOUNTERED VIOLENT VORTEX TURBULENCE. IT EXCEEDED 90 DEG OF BANK & 90 DEG OF NOSE DOWN ATTITUDE, AT WHICH TIME, THE ENG FLAMED OUT. THE TURBULENCE CONTINUED THRU-OUT THE ENSUING AUTOROTATION, BUT DIMINISHED DURING THE LAST 100 TO 200 FT. THE PLT TRIED TO FLARE FOR A LANDING, BUT THE MAIN ROTOR BLADES FLEXED DOWNWIND & CONTACTED THE TAIL BOOM. DURING RECOVERY, LESS THAN 1 QT OF FUEL WAS FOUND IN THE HELICOPTER.

Brief of Accident (Continued)

File No. - 334

4/14/84

KENT,WA

A/C Reg. No. N1092L

Time (Lc1) - 1010 PST

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation APPROACH

Finding(s)

1. TRAFFIC ADVISORY - ISSUED - ATC PERSONNEL(ARTCC)
2. SAFETY ADVISORY - ISSUED - ATC PERSONNEL(ARTCC)
3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

4. FLUID,FUEL - STARVATION

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #4 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 241 4/14/84 WEST SOUND, WA

A/C Reg. No. N12811

Time (Lcl) - 1315 PST

-----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 - CESSNA C-172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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 - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LOPEZ ISLAND, WA
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

PRIVATE
Runway Ident - 02
Runway Lth/Wid - 2500/ 20
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 47
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	239	Last 24 Hrs	-	2
Make/Model	-	239	Last 30 Days	-	UNK/NR
Instrument	-	5	Last 90 Days	-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING AFTER THE OCCUPANTS HAD MISIDENTIFIED THE LANDING AREA IN A FARMERS FIELD. DURING ROLL-OUT IN THE SOFT SOIL THE LANDING GEAR BOGGED DOWN AND THE ACFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 241

4/14/84

WEST SOUND,WA

A/C Reg. No. N12811

Time (Lcl) - 1315 PST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - 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. - 342 4/16/84 ROCKFORD,WA A/C Reg. No. N28951 Time (Lcl) - 1100 PST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -TAKEOFF			0	0	1	0
				0	0	0

-----Aircraft Information-----

Make/Model - PZL PROMADER PZL-M-18	Eng Make/Model - ASZ 621R-M18	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	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 AIRSTRIIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 240/004 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400 -UNK/NR
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	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)
COMMERCIAL	Current - YES	Total - 10979
SE LAND, ME LAND	Months Since - 2	Make/Model- 132
	Aircraft Type - UNK/NR	Instrument- 97
		Multi-Eng - 160
		Last 24 Hrs - 10
		Last 30 Days- 116
		Last 90 Days- 132

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THE ACFT WAS A "LITTLE HEAVIER" THAN IT SHOULD HAVE BEEN. THE ACFT BOUNCED SETTLED AFTER TAKEOFF AND THE RIGHT WING HIT A FENCE POST. THE COLLISION JAMMED THE RIGHT AILERON DOWN AND THE ACFT BECAME UNCONTROLLABLE AND CRASHED.

Brief of Accident (Continued)

File No. - 342

4/16/84

ROCKFORD,WA

A/C Reg. No. N28951

Time (Lcl) - 1100 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 4. OBJECT - FENCE
-

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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 336 4/25/84 DAVENPORT, WA A/C Reg. No. N6002D Time (Lcl) - 0730 PST

-----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	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-22-150	Eng Make/Model	- LYCOMING O-320-A1A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- IN PERSON	BAKER, OR	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	DAVENPORT
Wind Dir/Speed	- 335/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- 05
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 3200/ 50
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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 - 616	Last 24 Hrs - 4
SE LAND	Months Since - 23	Make/Model - 218	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 75	Last 90 Days - 55
		Multi-Eng - 1	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL THE BRAKES WERE APPLIED WITH NO EFFECT. THE ACFT WENT OFF THE END OF THE RWY INTO A DITCH AND NOSED OVER. EXAMINATION OF THE ACFT SHOWED THE BRAKE SYSTEM LOW ON FLUID AND THE MASTER CYLINDER DIAPHRAGM RUPTURED.

Brief of Accident (Continued)

File No. - 336

4/25/84

DAVENPORT,WA

A/C Reg. No. N6002D

Time (Lcl) - 0730 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - BURST
2. LANDING GEAR,NORMAL BRAKE SYSTEM - LEAK
3. FLUID,HYDRAULIC - LOW LEVEL
4. LANDING GEAR,NORMAL BRAKE SYSTEM - INOPERATIVE

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 367 4/30/84 SPANGLE, WA A/C Reg. No. N8813J Time (Lcl) - 0445 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -POSITIONING	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 - EAGLE DW-1	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - RECIP-FUEL INJECTED	
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- CALM</p> <p>Visibility - 30.0 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 - DAWN</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SPANGLE, WA</p> <p>Destination</p> <p style="padding-left: 20px;">JEROME, ID</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>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - WET</p> <p style="padding-left: 20px;">SOFT</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL, CFI</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 32</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> <p>Total - 1500</p> <p>Make/Model- 1500</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 50</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO FAA INSPECTORS, THE PLT POLISHED THE LOWER LEADING EDGES OF WINGS BEFORE DEPARTING, AS THEY WERE COVERED WITH FROST. THE PLT STATED THAT DURING CLIMB OUT THE ACFT ENTERED AN INADVERTENT STALL, FOLLOWED BY A THREE POINT LANDING ONTO SOFT FIELD. THE ACFT FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 367

4/30/84

SPANGLE,WA

A/C Reg. No. N8813J

Time (Lc1) - 0445 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
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. - 356 5/08/84 TOUCHET,WA A/C Reg. No. N8624W Time (Lcl) - 1039 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF - INITIAL CLIMB						

-----Aircraft Information-----

Make/Model - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540-B4B5	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	TOUCHET,WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LEWISTON,ID	
Wind Dir/Speed- 260/003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2236 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 8000 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 - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 24400
SE LAND	Months Since - 11	Make/Model- 23
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DEPARTING A PVT AIRSTRIP. DURING TAKEOFF INITIAL CLIMB THE ENG FAILED. THE PILOT ATTEMPTED TO RESTART THE ENGINE BUT IT WOULD NOT START. DURING THE FORCED LANDING THE ACFT STRUCK A FENCE. THE PILOT STATED THAT HE SELECTED THE LEFT TIP TANK, WHICH WAS EMPTY THINKING IT WAS THE LEFT MAIN TANK.

Brief of Accident (Continued)

File No. - 356

5/08/84

TOUCHET,WA

A/C Reg. No. N8624W

Time (Lcl) - 1039 PDT

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
-

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 210 3/10/84 MADISON,WI

A/C Reg. No. N41022

Time (Lcl) - 1515 CST

-----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

Fire
NONE

Crew
Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 421B

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 6800

No. of Seats - 8

Eng Make/Model - CONTINENTAL GTS10-520-H

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 375 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- 240/015 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 3600 FT SCATTERED

Lowest Ceiling - 10000 FT OVERCAST

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

DANE COUNTY

Runway Ident - 18

Runway Lth/Wid - 9005/ 150

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - IFR

Type Apch/Lndg - ADF/NDB

TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

GLIDER

Age - 43

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1600 Last 24 Hrs - 1

Make/Model- 418 Last 30 Days- UNK/NR

Instrument- 349 Last 90 Days- 39

Multi-Eng - 1176

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WENT OFF THE RWY TO THE LEFT DURING LANDING. THERE WAS A CROSSWIND OF 15-28 KTS AT THE TIME. THE PLT SAID THE ACFT VEERED LEFT AND COULD NOT BE CONTROLLED. AFTER THE ACCIDENT THE WAS 464P-26 BOLT AND 5133-4032 SPACER WERE SHEARED OFF BOTH THE LEFT AND RIGHT BELLCRANK ASSEMBLIES. A MECHANIC SAID THESE WERE OVERLOAD FAILURES WITH NO SIGNS OF FATIGUE.

Brief of Accident (Continued)

File No. - 210

3/10/84

MADISON,WI

A/C Reg. No. N41022

Time (Lc1) - 1515 CST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. LANDING GEAR,MAIN GEAR STRUT - FAILURE,TOTAL
 3. MAINTENANCE,ALIGNMENT - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - RUNWAY LIGHT
 5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 6. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
 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) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 209 3/21/84 KENOSHA, WI A/C Reg. No. N2663G Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -SUPERIOR AVIATION	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -LANDING					None

-----Aircraft Information-----

Make/Model - CESSNA 402C	Eng Make/Model - CONTINENTAL TS10-520 VB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 10	Rated Power - 325 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 310/010 KTS Visibility - .750 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 500 FT OVERCAST Obstructions to Vision- FOG Precipitation - SNOW Condition of Light - DAYLIGHT	Itinerary Last Departure Point IRON MOUNTAIN, MI Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - STRAIGHT-IN	Airport Proximity ON AIRPORT Airport Data KENOSHA MUNICIPAL Runway Ident - 14 Runway Lth/Wid - 4200/ 75 Runway Surface - ASPHALT Runway Status - SLUSH
--	--	---

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 19605
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 2	Make/Model- 3525
	Aircraft Type - UNK/NR	Instrument- 7177
		Multi-Eng - 15740
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 164
		Rotorcraft - 230

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OFF THE RWYS END AFTER THE PLT LANDED DOWNWIND TO AVOID FLYING THROUGH A "WALL OF PRECIPITATION". DURING THE ROLLOUT IN SLUSH THE BRAKES FROZE. THE NOSE GEAR SETTLED IN MUD AND COLLAPSED.

Brief of Accident (Continued)

File No. - 209

3/21/84

KENOSHA, WI

A/C Reg. No. N2663G

Time (Lc1) - 1530 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
 4. LANDING GEAR, NORMAL BRAKE SYSTEM - FROZEN
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 332 4/25/84 GENOA CITY,WI A/C Reg. No. N6737W Time (Lcl) - 1815 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During - LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES-UNK/NR
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	OFF AIRPORT/STRIP
Method - N/A	GENOA CITY,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	VINCENT FIELD
Wind Dir/Speed- 170/009 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100/ 150
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 250
SE LAND,SE SEA	Months Since - 7	Make/Model- 35
	Aircraft Type - UNK/NR	Instrument- 6
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, THE PLT HAD MADE 2 TURNS & HAD ATTAINED AN ALT OF ABOUT 200 FT AGL WHEN THE ENG SPUTTERED & LOST POWER. HE WAS UNABLE TO TURN & LAND ON THE RWY, BUT CONTINUED STRAIGHT AHEAD TO AVOID HOUSES & TREES. DURING AN EMERGENCY LANDING, THE ACFT COLLIDED WITH A POWER LINE & CRASHED IN A FIELD. AN EXAM REVEALED WATER IN THE FUEL SYS. THE CARETAKER OF THE ARPT SAID THE ACFT HAD NOT BEEN FLOWN SINCE NOV 1983. ALSO, HE REPORTED THAT THE PLT HAD DRAINED WATER FROM THE FUEL TANKS ON THE PREVIOUS DAY. THE CARETAKER HAD TOLD THE PLT NOT OT FLY THE ACFT UNTIL AFTER THE ENG HAD BEEN RUN FOR ABOUT 30 MIN & WAS RUNNING RIGHT.

Brief of Accident (Continued)

File No. - 332

4/25/84

GENOA CITY,WI

A/C Reg. No. N6737W

Time (Lc1) - 1815 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLUID,FUEL - WATER

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 - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 393 4/26/84 PALMYRA,WI A/C Reg. No. N47583 Time (Lcl) - 1400 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

0

Crew

0

Pass

0

Serious

0

0

0

Minor

0

1

0

None

1

0

-----Aircraft Information-----

Make/Model - TAYLORCRAFT DCO-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/011 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BROOKFIELD,WI
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

PALMYRA MUNICIPAL
Runway Ident - 09
Runway Lth/Wid - 2100/ 200
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 312 Last 24 Hrs - 0
Make/Model- 297 Last 30 Days- UNK/NR
Instrument- 3 Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST CONTROL OF THE ACFT ON THE LANDING FLARE & COLLIDED WITH A TREE. THE ACFT WAS BLOWN TO THE LEFT OF THE RWY & BEFORE HE COULD EXECUTE A GO-AROUND THE PROPELLER STRUCK SOME HIGH BRUSH ALONGSIDE THE RWY. THE PLT PULLED POWER OFF, LANDED IN ROUGH TERRAIN & THE LEFT WING STRUCK A TREE.

Brief of Accident (Continued)

File No. - 393

4/26/84

PALMYRA,WI

A/C Reg. No. N47583

Time (Lcl) - 1400 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 PROPELLER/ROTOR CONTACT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
-

Occurrence #3 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) 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. - 396 4/28/84 CUDAHY, WI A/C Reg. No. N26404 Time (Lcl) - 1224 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

	Fatal	Serious	Minor	None
Injuries	0	0	1	0
	0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN AA5A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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- 250/025 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
SPRINGFIELD, OH
Destination
MILWAUKEE, WI

Airport Proximity
OFF AIRPORT/STRIP

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Data

GEN. MITCHELL FIELD
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 - 39

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	350	Last 24 Hrs	-	6
Make/Model	-	300	Last 30 Days	-	UNK/NR
Instrument	-	66	Last 90 Days	-	20
Multi-Eng	-	3			

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STRUCK A STORAGE SHED WHILE ATTEMPTING TO REACH A GOLF COURSE DURING AN EMERGENCY LANDING IN GUSTY WIND CONDITIONS. THERE WERE NO VISIBLE SIGNS OR ODOR OF FUEL AT THE ACCIDENT SITE. WHEN THE ACFT WAS INSPECTED THE CARBURETOR AND FUEL SUMPS WERE REPORTED AS EMPTY.

Brief of Accident (Continued)

File No. - 396

4/28/84

CUDAHY,WI

A/C Reg. No. N26404

Time (Lc1) - 1224 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, - PILOT IN COMMAND
 4. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. OBJECT - WIRE,TRANSMISSION
 6. OBJECT - BUILDING(NONRESIDENTIAL)
 7. WEATHER CONDITION - GUSTS
 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) 1,2,4

Factor(s) relating to this accident is/are finding(s) 5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 261 5/04/84 FT ATKINSON,WI A/C Reg. No. N25583 Time (Lcl) - 1815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----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 - 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	WATERTOWN,WI	FT ATKINSON MUNICIPAL
Wind Dir/Speed- 140/006 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2160/ 200
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 51
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 51
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED DURING A SHORT FIELD TAKEOFF AFTER A LANDING DURING WHICH FULL UP TRIM WAS USED. THE STUDENT PLT DID NOT USE A CHECKLIST OR RESET THE TRIM PRIOR TO TAKEOFF.

Brief of Accident (Continued)

File No. - 261

5/04/84

FT ATKINSON,WI

A/C Reg. No. N25583

Time (Lcl) - 1815 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TRIM SETTING - NOT CORRECTED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE,TOTAL - PILOT IN COMMAND
 3. AIRCRAFT SERVICE - INADEQUATE - PILOT IN COMMAND
 4. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. TERRAIN CONDITION - WET
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 358 2/03/84 DIXON,WY A/C Reg. No. N3553A Time (Lc1) - 1615 MST

-----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	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-22-135
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1950
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D2
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- 240/017 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DIXON,WY

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

DIXON

Runway Ident - 06

Runway Lth/Wid - 4800/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1313

Make/Model- 26

Instrument- 11

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 256

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT BEGAN TO WANDER BACK & FORTH ACROSS THE RWY ON THE TAKEOFF ROLL. THE CFI TOOK CONTROL AS THE ACFT VEERED TO THE LEFT. THE LEFT WHEEL HIT A SNOWBANK & THE ACFT GROUND LOOPED TO THE LEFT SUBSTANTIALLY DAMAGING THE RIGHT WING BEFORE COMING TO REST. THERE WAS A 10 DEGREE LEFT X-WIND. THE INSTRUCTOR WAS INEXPERIENCED AS AN INSTRUCTOR & HAD LOGGED 26 HRS OF FLIGHT TIME IN A PA22. THE ACFT HAD BEEN MODIFIED BY THE REMOVAL OF A NOSE WHEEL & THE INSTALLATION OF A TAILWHEEL BUT A NEW TYPE CERTIFICATE HAD NOT BEEN ISSUED.

Brief of Accident (Continued)

File No. - 358

2/03/84

DIXON,WY

A/C Reg. No. N3553A

Time (Lc1) - 1615 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. TERRAIN CONDITION - SNOWBANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s)

Factor(s) relating to this accident is/are finding(s) 1,2,3

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 7117

NTSB-AAB-85-21

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