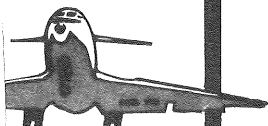


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PB86-916912



# NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

## AIRCRAFT ACCIDENT REPORTS

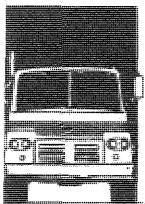
BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 16 OF 1984 ACCIDENTS



NTSB/AAB-86/12

UNITED STATES GOVERNMENT

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**TECHNICAL REPORT DOCUMENTATION PAGE**

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				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract  <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1984. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p align="center">File Numbers: 3001 through 3323</p>					
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 16

CALENDAR YEAR 1984

## File Order Listing - Issue No. 16, 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
3001	3968K	122684	MARLBORO, NJ	PIPER	PA-28-140	MINOR	332
3002	1012E	060884	LACONIA, NH	AERONCA	7AC	NONE	314
3003	1093J	092984	WEST HAMPTON, NY	GULFSTREAM	112	MINOR	368
3004	812Z	052284	TAUNTON, MA	BEECH	D-45	FATAL	242
3005	231JN	111484	ABILENE, TX	MOONEY	231	NONE	484
3006	3164Y	101684	SEMINOLE, TX	AIR TRACTOR	AT-301	NONE	468
3007	1794H	100984	LOS FRESNOS, TX	CESSNA	310C	NONE	464
3008	67172	101584	UVALDE, TX	CESSNA	152	NONE	466
3009	4653C	091584	FLATONIA, TX	CESSNA	170B	SERIOUS	448
3010	61564	091284	LAMESA, TX	CESSNA	172M	MINOR	446
3011	4206L	060884	DEADHORSE, AK	DOUGLAS	C-118A	NONE	2
3012	5751Q	061484	WHITTIER, AK	BELL	206L-1	NONE	4
3013	61584	082684	LAKE DELTON, WI	CESSNA	A185F	FATAL	556
3014	4433P	092284	RICHMOND, IN	PIPER	PA-23-160	MINOR	208
3015	9715Z	100784	ALLEGAN, MI	CESSNA	310C	FATAL	264
3016	2899J	102884	DAN CREEK, AK	DEHAVILLAND	OTTER DHC-	NONE	14
3017	4361A	102284	SKWENTNA, AK	PIPER	PA-18	NONE	12
3019	78449	101984	THEODORE RIVER, AK	PIPER	PA-12	NONE	8
3020	411X	093084	TIKCHIK LODGE, AK	PIPER	PA-18	NONE	6
3021	313SL	111284	TOK, AK	CESSNA	310J	MINOR	16
3022	46395	091284	MELVILLE, LA	FAIRCHILD	M-62A (PT-	NONE	226
3023	522MM	092084	PLAINVIEW, TX	PIPER	PA-32R-301	NONE	452
3024	52270	092684	WEBBERS FALLS, OK	CESSNA	172P	FATAL	388
3025	112SK	120184	ROBERT LEE, TX	MITSUBISHI	MU-2B-35	NONE	492
3026	6263C	100584	CROWELL, TX	PIPER	PA-28R-201	NONE	460



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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
3027	69477	121484	ODESSA, TX	CESSNA	340	NONE	500
3028	5176D	110384	MCKINNEY, TX	CESSNA	182A	SERIOUS	474
3029	1857X	112284	BASILE, LA	CESSNA	182H	MINOR	234
3030	5226	120784	ARDMORE, OK	BELL	47D1	SERIOUS	398
3031	602RD	102684	AMARILLO, TX	CESSNA	180	FATAL	470
3032	2077L	120984	TULSA, OK	BEECH	C23	NONE	400
3033	628SV	112884	SEMINOLE, OK	CESSNA	T303	NONE	394
3034	5901F	121484	TEMPLE, TX	CESSNA	210G	SERIOUS	502
3035	737LD	091484	MANDEVILLE, LA	CESSNA	172N	SERIOUS	228
3036	5563G	120184	CISCO, TX	CESSNA	150	NONE	490
3037	51250	091584	SEGUIN, TX	CESSNA	172P	MINOR	450
3038	5702V	092184	DALLAS, TX	BEECH	95-C55	MINOR	454
3039	7483M	090884	CORSICANA, TX	CESSNA	175	NONE	442
3040	95TC	122084	WACO, TX	GATES LEAR J	35	FATAL	508
3041	52811	112684	SANDERSON, TX	CESSNA	182P	MINOR	488
3042	25890	120684	TULSA, OK	CESSNA	152	NONE	396
3043	731HF	110184	BIG LAKE, TX	CESSNA	P210N	NONE	472
3044	6578Y	122584	BRACKETTVILLE, TX	CESSNA	T210N	FATAL	516
3045	22713	091384	SHIP SHOAL 241, GM	BELL	206B III	SERIOUS	172
3046	51957	111184	AMARILLO, TX	REED	BANDIT 1	NONE	478
3046	3376V	111184	AMARILLO, TX	CESSNA	150M	NONE	476
3047	97594	111084	WEST MIFFLIN, PA	CESSNA	172P	SERIOUS	418
3048	2074X	121584	ATHENS, AL	BEECH	C23	FATAL	32
3049	22299	090184	KNOXVILLE, TN	BELL	222	SERIOUS	430
3050	90609	103184	CHARLOTTE, NC	SMITH	AEROSTAR 6	NONE	306

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3051	CGZWQ	092084	FORT PECK, MT	CESSNA	A185F	FATAL	296
3052	99TV	091384	DENVER, CO	BELL	206L-3	SERIOUS	134
3053	53860	101384	PORTERVILLE, CA	BELLANCA	73CA	FATAL	82
3054	97638	110284	MEADOW VISTA, CA	STINSON	VOYAGER 15	FATAL	90
3055	4669V	082684	MERIDEN, CT	CESSNA	172RG	NONE	146
3055	45288	082684	MERIDEN, CT	CESSNA	150M	NONE	144
3056	34111	102884	WHITE MILLS, KY	CESSNA	177RG	MINOR	218
3057	8482W	092784	BOULDER CITY, NV	PIPER	PA-28-180	MINOR	344
3058	31747	112084	VALPARAISO, IN	CESSNA	310N	FATAL	212
3059	30675	102684	JOLIET, IL	PIPER	PA-28-181	FATAL	186
3060	6512Y	010984	MILLBROOK, NY	CESSNA	210N	SERIOUS	348
3062	234NS	110384	ENDICOTT, NY	STEVENS	MONNETT-MO	SERIOUS	370
3063	4436R	120984	SULTAN, WA	CESSNA	172M	NONE	550
3079	761VP	091184	AUSTIN, TX	CESSNA	T210M	NONE	444
3080	8360A	110584	NEW ORLEANS, LA	ROBINSON	R22	NONE	230
3081	55303	102784	HINTON, OK	PIPER	PA-28-140	NONE	392
3082	4221G	031084	MARION, NC	SCHLEICHER	KA6CR	SERIOUS	304
3083	98325	100584	EAST GLACIER, MT	AEROSPATIALE	SE316B	MINOR	300
3084	404C	052484	ZAPATA, TX	BEECHCRAFT	65	NONE	438
3085	39202	102984	GRAND ISLAND, NE	ASPEN	QUICKIE 2	NONE	312
3086	18070	061184	CORONA, CA	CESSNA	150L	NONE	60
3087	6470L	102884	FIREBIRD LAKE, AZ	CESSNA	152	NONE	46
3088	6527D	122984	DOTHAN, AL	CESSNA	172N	SERIOUS	38
3089	2416G	093084	ROSENBERG, TX	PIPER	PA-38-112	NONE	458
3090	22FP	121084	COLUMBUS, OH	CESSNA	210M	MINOR	384

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3091	9232P	081284	SYDNEY, NY	PIPER	PA-24-260	FATAL	360
3092	201FR	123184	BIRMINGHAM, AL	MOONEY	M20J	SERIOUS	40
3093	9577G	101984	ILIAMNA, AK	CESSNA	U-206C	FATAL	10
3094	2245F	112184	INDEPENDENCE, CA	PIPER	PA-34-200T	FATAL	92
3095	8780Y	121984	GARBERVILLE, CA	PIPER	PA-30	NONE	114
3096	7967F	121484	GLENDALE, AZ	CESSNA	150F	NONE	50
3097	7545B	092284	MERCED, CA	CHAMPION	7FC	NONE	72
3098	12422	093084	PALM SPRINGS, CA	CANADAIR	T-33	NONE	74
3099	66592	102784	LOWER LAKE, CA	CESSNA	150M	MINOR	84
3100	60102	120384	RIALTO, CA	BEECH	C24R	SERIOUS	100
3101	100CT	090384	BRIDGEPORT, CT	AERO COMMAND	680V	FATAL	148
3102	8517Z	121384	NORFOLK, VA	BEECH	D18S	SERIOUS	540
3103	84360	113084	ALLEGAN, MI	AERONCA	7AC	NONE	270
3104	4512E	091584	BUFFALO, NY	PIPER	PA-34-200T	SERIOUS	366
3105	3325X	121984	KAISER, MO	CESSNA	310L	FATAL	292
3108	2024M	122384	BILLINGS, MT	PIPER	PA-32-300	FATAL	302
3109	2127S	123184	MONROE, LA	CESSNA	210L	NONE	238
3110	47416	111484	MADISON, WV	PIPER	PA-28R-201	NONE	564
3111	6T	110884	WEST MONROE, LA	CESSNA	T337B	SERIOUS	232
3112	22PF	112184	WAXAHACHIE, TX	BEECH	A36	FATAL	486
3113	8692Y	100784	AMARILLO, TX	PIPER	PA-30	NONE	462
3114	9370K	120184	STERLING, IL	STINSON	108-2	NONE	192
3115	2406G	120384	BROWNSVILLE, TX	CESSNA	182B	FATAL	496
3116	6114Q	120384	HOUSTON, TX	CESSNA	152	NONE	494
3117	4864A	120484	LUBBOCK, TX	CESSNA	T310R	NONE	498

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3118	6865D	121784	VANCOURT, TX	CESSNA	421C	NONE	506
3119	48252	122184	SAN ANTONIO, TX	FAIRCHILD	M-62A	SERIOUS	510
3120	4826J	122484	SAN ANTONIO, TX	BEECH	95-C55	NONE	512
3121	1075Y	122884	HOUMA, LA	BELL	206L-1	NONE	236
3122	1846J	112484	ROMEOVILLE, IL	PIPER	PA-28-140	SERIOUS	190
3123	53134	112384	WAUKEGAN, IL	CESSNA	172P	NONE	188
3124	2910F	120484	CHAMPAIGN, IL	CESSNA	182J	NONE	194
3125	2835X	120884	CADIZ, OH	CESSNA	177	NONE	380
3126	5219M	120984	ALBION, IN	TAYLORCRAFT	BC12-D	FATAL	216
3127	4853A	112984	TRACY, CA	DONALD W DEV	EXECUTIVE	MINOR	96
3128	137TW	121684	OCEANO, CA	BEECH	V35B	NONE	112
3129	735QP	121784	POINT HOPE, AK	CESSNA	U206	NONE	26
3130	3736Q	092184	MISSOULA, MT	BEECH	V35	FATAL	298
3131	5681K	122684	SAN ANTONIO, TX	MOONEY	M20J	FATAL	518
3132	18SM	082484	WALLINGFORD, VT	CESSNA	414	FATAL	548
3133	51686	102884	BUTLER, PA	ENSTROM HELI	280C	FATAL	416
3134	9336F	111384	CLINT, TX	HUGHES	269B	FATAL	482
3135	3291Q	030584	CULLMAN, AL	CESSNA	421B	FATAL	28
3136	81502	100984	CHECOTAH, OK	ROCKWELL INT	695A	FATAL	390
3137	6209V	062384	AMITYVILLE, NY	LAKE	LA-4-200	NONE	356
3138	8073J	020784	NEWARK, NJ	PIPER	PA-600	NONE	324
3139	4001Q	102984	LAS VEGAS, NM	CESSNA	340	FATAL	340
3140	7205L	092884	PAONIA, CO	PIPER	PA-31-310	FATAL	136
3143	2823Q	122984	GALVESTON, TX	CESSNA	172L	FATAL	520
3144	9400F	062884	PALOS VERDE EST, CA	HUGHES	269B	FATAL	62

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3145	5449V	071584	CARBONDALE, CO	NORTH AMERIC	P-51D	FATAL	130
3146	83645	112184	ANCHORAGE, AK	PIPER	PA-28RT-20	NONE	24
3147	811	042984	WARNER SPRINGS, CA	ROLLADEN-SCH	LS3	FATAL	56
3148	2468D	112084	KING SALMON, AK	CESSNA	170B	NONE	20
3149	1606U	112084	KOLIGANEK, AK	CESSNA	207	MINOR	22
3150	8678D	111784	ANCHORAGE, AK	PIPER	PA-18A 150	NONE	18
3151	2831Y	111684	ATLANTIC CITY, NJ	PIPER	PA-28-236	FATAL	330
3152	738CE	120784	LAFAYETTE, IN	CESSNA	182RG	MINOR	214
3153	115EA	122684	TROY, MI	CESSNA	402C	NONE	282
3154	8060J	122684	KALAMAZOO, MI	PIPER	AEROSTAR 6	NONE	280
3155	4963D	123084	DUBLIN, VA	CESSNA	182A	FATAL	544
3156	12946	112784	AHOSKIE, NC	CESSNA	172M	SERIOUS	308
3157	8475K	122584	HUNTSVILLE, AL	ROBINSON	R-22 ALPHA	FATAL	36
3158	7460N	121784	MIDLOTHIAN, TX	BEECH	V35A	FATAL	504
3159	74463	122084	CORONA, CA	GRUMMAN	AA-5B	SERIOUS	116
3160	5948J	122884	BIG BEAR CITY, CA	CESSNA	182P	FATAL	128
3161	25854	111284	YUMA, AZ	CESSNA	152	MINOR	48
3162	59DB	070584	WINCHESTER, IN	CESSNA	414A	FATAL	202
3163	218X	031984	MORRISONVILLE, NY	BEECH	H-18	FATAL	352
3164	8064Q	122284	ROCHESTER, NY	CESSNA	402B	FATAL	372
3165	53648	121784	BUTLER, KY	CESSNA	337	SERIOUS	222
3166	8868R	101284	PINEHILL, NM	BELLANCA	14-19-3A	FATAL	336
3167	7589Y	123084	SPARTA, TN	PIPER	PA-30	NONE	436
3168	84BN	110784	BAXLEY, GA	CESSNA	152	NONE	166
3169	51JL	111784	NEW HAVEN, MI	NORTH AMERIC	P-51D	FATAL	266

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3170	8069G	103084	MC CORDSVILLE, IN	HUGHES	500D/369D	NONE	210
3171	3227X	101184	ST. CLOUD, MN	HARBAUGH JOH	COUGAR-1	FATAL	286
3172	836B	122384	NEWBURG, MD	LUSCOMBE	8F	NONE	258
3173	9950U	041084	MARLBORO, NJ	GRUMMAN AMER	AA-1C	FATAL	326
3174	734ML	101284	HOOPESTON, IL	CESSNA	172N	FATAL	184
3175	127MW	100484	ABERDEEN, SD	HAMBURGER FL	HANSA HFB-	FATAL	424
3176	558BQ	101984	CHEYENNE, WY	MOONEY	M20C	FATAL	570
3177	NONE	122784	MADISONVILLE, TN	GYROCOPTER	B-8M	FATAL	434
3178	1939M	091784	GLEN CANYON, UT	CESSNA	182P	FATAL	522
3179	4355N	082984	MUNCIE, IN	PIPER	PA-28RT-20	FATAL	206
3180	5770U	081184	MONTMORENCI, IN	PIPER	PA28-140E	FATAL	204
3181	2776Q	121784	LINCOLN, IL	CESSNA	182K	NONE	196
3182	8921P	122684	YPSILANTI, MI	PIPER	PA-24-260	NONE	284
3183	8232F	122284	STAUNTON, IL	CESSNA	150F	NONE	198
3184	2461N	122284	WISCONSIN RAPID, WI	PIPER	PA-38-112	NONE	560
3185	1807W	111584	HAYWARD, WI	BEECHCRAFT	58	NONE	558
3186	9011Y	121184	PONTIAC, MI	PIPER	PA-31	FATAL	272
3187	8279L	091584	SANTA PAULA, CA	PIPER	PA-28-236	SERIOUS	68
3188	6077H	121984	GLASGOW, KY	PIPER	PA-28-161	FATAL	224
3189	8580S	120184	PROVO, UT	CESSNA	182H	FATAL	528
3190	9373M	082884	CHESTERFIELD, MO	MOONEY	M20E	SERIOUS	290
3191	5307	072384	NEELYVILLE, MO	GRUMMAN ACFT	G-164A	SERIOUS	288
3193	9627U	120984	DAYTON, OH	GRUMMAN AMER	AA-5	FATAL	382
3194	6620H	090384	OLNEY, IL	PIPER	J3C-65	NONE	182
3195	9242S	110484	CRESTVIEW, FL	BEECH	C23	FATAL	158

## File Order Listing - Issue No. 16, 1984

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
3196	825E	101984	HAMILTON, AL	MCDONNELL	DOU DC-8-71	SERIOUS	30
3197	6740Z	092684	MC CORMICK, SC	BEECH	V35B	FATAL	422
3198	14TC	072084	BIRCHWOOD, WI	CESSNA	421	FATAL	552
3199	8462U	111984	SANDUSKY, OH	PIPER	PA-32R-301	SERIOUS	378
3200	23968	032484	CHAMPION, PA	BEECH	C23	FATAL	402
3201	10468	080884	SELBYVILLE, DE	PIPER	L-21-A	FATAL	152
3202	8493T	121584	JOHNSON CITY, TN	CESSNA	182C	NONE	432
3203	9347H	122784	FAIRBURN, GA	CESSNA	172H	NONE	170
3204	82108	112184	ORLANDO, FL	PIPER	PA-28-181	FATAL	160
3205	74636	120984	FREMONT, NC	GRUMMAN	AA-5B	NONE	310
3206	9760R	112184	GAINESVILLE, GA	BEECH	M35	SERIOUS	168
3207	6231G	080184	FORT LUPTON, CO	CESSNA	421C	FATAL	132
3208	8CF	121284	LAWRENCE, MA	CESSNA	T337G	MINOR	248
3209	4913X	061684	POCAHONTAS, AR	ROCKWELL INT	S-2R	NONE	42
3210	9781Q	121384	GENOA, NV	SMITH	AEROSTAR 6	FATAL	346
3211	27948	080284	PETROS, TN	PIPER	PA-31-350	FATAL	426
3212	3U	101084	RIVERSIDE, CA	BELL	206B	FATAL	80
3214	211EH	052584	HONOLULU, HI	HUGHES	369D	NONE	174
3215	5211S	121384	BURLINGTON, KY	PIPER	PA-32-300	FATAL	220
3216	182JR	122184	CHATSWORTH, CA	BELL	47G	NONE	118
3217	26055	122384	BYRON TOWNSHIP, WI	PIPER	PA-38-112	SERIOUS	562
3218	1597T	102084	CHEYENNE, WY	CESSNA	414-8	SERIOUS	572
3219	8126H	122784	LA BELLE, FL	FAIRCHILD HI	FH-1100	FATAL	164
3220	864CL	100884	SAN FRANCISCO, CA	LEAR JET/HOW	24B	FATAL	78
3221	474MP	122884	SAN DIEGO, CA	BELL	47G3B	FATAL	126

## File Order Listing - Issue No. 16, 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
3223	75870	092584	MEXICAN HAT, UT	CESSNA	T207A	NONE	524
3224	5818Q	052284	SLATE RUN, PA	MOONEY	M20C	SERIOUS	408
3225	4JE	091284	ALBION, NY	HOME BUILT	DER JAGER	MINOR	364
3226	1516M	040784	CLARKSTOWN, NY	CESSNA	182P	FATAL	354
3227	17129	111584	BUTLER, PA	HILLER	UH-12B	SERIOUS	420
3228	2B	082884	ONEONTA, NY	RUSSELL ST.	RLU-1	SERIOUS	362
3229	9030B	122984	MOUNDSVILLE, WV	ROBINSON	R22	FATAL	566
3230	2937A	103184	WOOSTER, OH	GULFSTREAM	690C	FATAL	376
3231	51FG	121984	BELLEVILLE, MI	BEECH	B-18S	NONE	274
3232	9645W	122384	TROY, MI	PIPER	PA-28-140	SERIOUS	276
3234	300EP	122484	FLINT, MI	BEECH	BE-58	NONE	278
3235	4738G	111784	HOLLAND, MI	CESSNA	172N	SERIOUS	268
3236	561S	051184	MARION, IL	BEECH	E18S	MINOR	180
3238	8227J	122684	BRADLEY, FL	PIPER	PA-32R-301	FATAL	162
3239	5543T	102384	MILAN, NM	CESSNA	TR182RG	FATAL	338
3240	5183N	083084	KALISPELL, MT	BOEING	STEARMAN E	FATAL	294
3242	3474W	080284	BRUNSWICK, ME	PIPER	PA-32-260	MINOR	262
3243	49882	060484	LANDISBURG, PA	BELL	47G-3	NONE	410
3244	4323G	081384	RICHMOND, NH	PIPER	PA-46-310P	FATAL	318
3247	8811H	081784	BRODHEADSVILLE, PA	NAVION AIRCR	NAVION	NONE	412
3248	26773	120284	LLANO, CA	GULFSTREAM	AA-5A	SERIOUS	98
3249	7310K	121384	DESERT CENTER, CA	CESSNA	R172K	FATAL	110
3250	735MJ	122784	UPLAND, CA	CESSNA	182Q	FATAL	124
3251	1569T	102384	CHEYENNE, WY	CESSNA	414	SERIOUS	574
3252	74982	092884	BRYCEVILLE, FL	PIPER	PA-31-350	FATAL	156



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3253	5303U	121184	CORONA, CA	BARRY ZIELIN	SNS 8 HIPE	FATAL	106
3254	70003	081184	MEMPHIS, TN	DOUGLAS	DC3C-S1C3G	FATAL	428
3255	5184D	122684	LIVERMORE, CA	CESSNA	172N	FATAL	122
3256	555CC	070784	GUALALA, CA	CESSNA	500	NONE	64
3257	3WB	121284	TULARE, CA	HART-THORP	T-18 TIGER	FATAL	108
3258	6023S	120984	VAN NUYS, CA	BEECH	B-60	NONE	104
3259	4812H	121684	GRAND CANYON, AZ	MOONEY	M20J	FATAL	52
3260	426C	120684	CHINO, CA	STINSON	108-2	MINOR	102
3261	88MJ	091984	SANTA ANA, CA	CESSNA	550	NONE	70
3263	67216	122284	SAN MARTIN, CA	BEECH	77	MINOR	120
3264	9589V	112384	LAKE ISABELLA, CA	CESSNA	172M	FATAL	94
3265	65484	092184	ORLANDO, FL	CESSNA	152	NONE	154
3266	51FM	122384	PHOENIX, AZ	RAWDON	T1	MINOR	54
3267	6602V	060184	UNKNOWN, CA	BELLANCA	17-31A	FATAL	58
3268	8588F	093084	LINCOLN, NH	BELL	47G-3B1	SERIOUS	322
3269	6505Y	122684	NEW PHILADELPHI, OH	PIPER	PA-23-250	NONE	386
3270	6805R	120884	MEEKER, CO	CESSNA	T-210G	FATAL	140
3271	999YP	093084	TURBOTVILLE, PA	PIPER	PA-34-220T	FATAL	414
3273	432MD	052084	GLEN BURNIE, MD	CESSNA	210E	FATAL	250
3274	120PB	063084	BOSTON, MA	CESSNA	402C	FATAL	244
3275	5109T	111284	SEVIER, UT	CHAMPION	7ECA	FATAL	526
3276	7329Y	122484	ALBUQUERQUE, NM	PIPER	PA-30-160	FATAL	342
3277	1424P	093084	DEFIANCE, OH	PIPER	PA-23-150	NONE	374
3278	91954	110484	SYRIA, VA	DOUGLAS	AD-4NA	FATAL	534
3279	81752	102484	SALISBURY, MD	PIPER	PA-32R-301	FATAL	252

## File Order Listing - Issue No. 16, 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
3280	6399Y	092684	SAN AUGUSTINE, TX	CESSNA	T210N	SERIOUS	456
3281	520BC	081284	OLIN, TX	BAKEMAN-CHAP	CASSUTT II	SERIOUS	440
3282	8631F	101984	ST.THOMAS, VI	HUGHES	369D	FATAL	546
3283	441CM	122584	MARBLE FALLS, TX	CESSNA	441	FATAL	514
3284	6886D	022584	DRYDEN, NY	CESSNA	425	MINOR	350
3285	572KE	121284	ANTONIO, CO	KENNETH ROEB	VARIEZE	FATAL	142
3286	70645	110684	WATERFORD, VA	PIPER	J3C-65	FATAL	536
3288	6235Y	102784	WASHINGTON, DC	PIPER	PA-23-250	NONE	150
3289	5571W	120284	CLINTON, MD	QUICKIE	Q2	FATAL	256
3290	14LC	121784	MANASSAS, VA	GRUMMAN	AA-5A	SERIOUS	542
3291	6536R	120984	CLIFTON, VA	BEECH	C23	NONE	538
3292	721JB	102784	CAMARILLO, CA	JACK L. BIGH	BEDE 5B	NONE	86
3293	1544R	081184	MONTEREY, CA	GRUMMAN AMER	AA-5B	MINOR	66
3294	1654H	072984	DES MOINES, IA	PIPER	PA32R300	SERIOUS	176
3295	15EZ	072984	PICKETT, WI	S.I. BRIGGS	VARIEZE	NONE	554
3296	731VZ	082684	SALOME, AZ	CESSNA	188B	NONE	44
3297	70554	100484	NORFOLK, VA	CESSNA	172M	SERIOUS	530
3298	1947F	122384	TUSCALOOSA, AL	CESSNA	172N	NONE	34
3299	2209A	042484	HOPWOOD, PA	PIPER	PA-32RT-30	FATAL	404
3300	9572Y	100784	NEWPORT BEACH, CA	BEECH	95-A55	FATAL	76
3303	81JD	072984	GRANTS, NM	DEMICK JAMES	RAND KR2	NONE	334
3305	41097	112784	MASON CITY, IA	CESSNA	421B	NONE	178
3306	6917R	101584	ENGLEWOOD, CO	CESSNA	T210-H	FATAL	138
3307	6907L	050784	NEW CUMBERLAND, PA	CESSNA	310K	FATAL	406
3308	172VF	102984	KEYSER'S RIDGE, MD	DEHAVILLAND	DH 82 TIGE	FATAL	254

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
3309	777AB	102484	HOT SPRINGS, VA	BEECH	58	FATAL	532
3310	5385F	050684	NORTH ANDOVER, MA	PIPER	PA-28-140	MINOR	240
3311	95HP	111284	ABILENE, TX	DEHAVILLAND	DHC-1-22	FATAL	480
3313	927M	070884	SHELTER ISLAND, NY	BEECH	95	FATAL	358
3314	5399F	090184	NEW BEDFORD, MA	PIPER	PA-28-181	SERIOUS	246
3315	86859	090884	WILMOT, NH	BELLANCA	8GCBC	FATAL	320
3316	63Z	013084	TERRE HAUTE, IN	SWEARINGEN	SA226TC	FATAL	200
3317	8266	090584	COKEVILLE, WY	AEROSPATIALE	316B ALOUE	NONE	568
3319	4468P	063084	MILLINOCKET LKE, ME	MAULE	M-5-235C	NONE	260
3320	478KT	091684	LINDEN, NJ	PIPER	PA-32R-300	FATAL	328
3321	8101R	070384	N. HAVERHILL, NH	BEECH	B55	FATAL	316
3323	3879V	103184	RIVERSIDE, CA	CESSNA	195	NONE	88



AIRCRAFT ACCIDENT REPORTS  
BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 16 OF 1984 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3011      6/08/84      DEADHORSE, AK      A/C Reg. No. N4206L      Time (Lcl) - 1712 ADT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	NORTHERN AIR CARGO, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0	3
Flight Conducted Under	14 CFR 121	NONE	Pass	0	0	0	0
Accident Occurred During	APPROACH						

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

Make/Model	DOUGLAS C-118A	Eng Make/Model	P&W R-2800CB16/17	ELT Installed/Activated	UNK/NR
Landing Gear	TRICYCLE-RETRACTABLE	Number Engines	4	Stall Warning System	YES
Max Gross Wt	100000	Engine Type	RECIPROCATING-CARBURETOR		
No. of Seats	96	Rated Power	2400 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	ANCHORAGE, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	KUPARAK
Wind Dir/Speed - 260/004 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 1.250 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6000/ 130
Lowest Sky/Clouds - 200 FT	Type of Clearance - IFR	Runway Surface - GRAVEL
Lowest Ceiling - 200 FT OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision - FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	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) - AIRPLANE

-----Narrative-----

THE ACFT STRUCK A NON-DIRECTIONAL RADIO BEACON TOWER WHILE ON AN ILS DME RWY 05 INSTRUMENT APPROACH TO THE KUPARAK OIL FIELD AIRPORT. INVESTIGATION REVEALED THAT WX ISSUED TO THE ACFT INCLUDED AN INDEFINITE 200 FT SKY OBSCURED CONDITION & VISIBILITY OF 1 1/4 MILES. BOTH THE CAPTAIN & CO-PLT STATED THAT THEY COULD SEE THE OTHER END OF THE RWY. THE DECISION HEIGHT FOR THE APPROACH IS 316 FT MSL; THE ANTENNA HEIGHT WAS 35 FT, AT THIS POINT THE ACFT SHOULD BE 250 FT ABOVE THE GROUND AND OVER THE NON-DIRECTIONAL BEACON TOWER. INVESTIGATION DID REVEAL THAT THE TOWER USED TO BE LOCATED 2800 FT OFF THE APPROACH END OF RWY 05, BUT WAS MOVED TO 1775 FT FROM THE APPROACH END OF RWY 05. EXISTING APPROACH PLATES DID NOT DISPLAY THE NEW LOCATION OF THE ANTENNA OR THE FACT THAT THE ANTENNA WAS ONE FT HIGHER THAN THE MAXIMUM AUTHORIZED BY THE FCC.

Brief of Accident (Continued)

File No. - 3011

6/08/84

DEADHORSE, AK

A/C Reg. No. N4206L

Time (Lc1) - 1712 ADT

-----  
Occurrence                IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation        APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WING, SKIN - PENETRATED
2. IFR PROCEDURE - IMPROPER USE OF - PILOT IN COMMAND
3. DECISION HEIGHT - DISREGARDED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. INADEQUATE SUBSTANTIATION PROCESS, INADEQUATE DOCUMENTATION - COMPANY/OPERATOR MGMT
6. OBJECT - APPROACH LIGHT/NAVAID

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3012      6/14/84      WHITTIER, AK      A/C Reg. No. N5751Q      Time (Lcl) - 1410 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -AIR LOGISTICS, INC.	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -DESCENT					None
					1
					2

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

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON A250-C28B	ELT Installed/Activated - YES/NO
Landing Gear - EMERGENCY FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4250	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 435 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- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1800 FT 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 - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3180	Last 24 Hrs - 3
	Months Since - 4	Make/Model- 310	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 270	Last 90 Days- 86
			Rotorcraft - 3180

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER EXPERIENCED AN ENG POWER LOSS DURING TAKEOFF AND DESCENDED INTO MARSHY TERRAIN. THE PIC STATED THAT HE WAS DEPARTING FROM A CONFINED AREA & AT 90% TORQUE THE ACFT ROSE TO 50 FT AGL. HE THEN ROSE TO 200 FT AGL BUT COULD NOT RECALL POWER SETTINGS. UPON REACHING 200 FT AGL HE NOSED THE ACFT OVER TO ACCELERATE AND BANKED LT USING APPROX 20 DEG BANK. HE FELT THE ACFT SHUDDER AND IT BEGAN TO SETTLE; HE ADDED POWER AND THE LOW RPM AUDIO & LIGHT CAME ON. DURING THE DESCENT HE NOTICED N2 RPM DECREASING & IT PASSED THRU 90%; HE LOWERED THE COLLECTIVE & IT STABILIZED AT 80%. HE SAID HE ATTEMPTED TO REGAIN RPM BY "PUMPING" THE COLLECTIVE, BUT TO NO AVAIL & THE ACFT CRASHED. EXAMINATION OF THE WRECKAGE AND SUBSEQUENT TESTING DID NOT REVEAL ANY MECHANICAL REASON FOR THE POWER LOSS.



Brief of Accident (Continued)

File No. - 3012

6/14/84

WHITTIER, AK

A/C Reg. No. N5751Q

Time (Lc1) - 1410 ADT

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

Finding(s)  
1. UNDETERMINED  
-----

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

Finding(s)  
2. PERFORMANCE DATA - EXCEEDED - 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. - 3020      9/30/84      TIKCHIK LODGE, AK      A/C Reg. No. N411X      Time (Lc1) - 1500 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
1  
2

-----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-320  
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      - 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 - VFR  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

SANDBAR  
Runway Ident      - N/A  
Runway Lth/Wid      - 500  
Runway Surface      - DIRT  
Runway Status      - SOFT

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

Pilot-In-Command

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

Age - 38

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	5000	Last 24 Hrs	-	1
Make/Model	-	500	Last 30 Days	-	50
Instrument	-	200	Last 90 Days	-	100
Multi-Eng	-	350			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ATTEMPTED A TAKEOFF FROM A 500 FT SAND BAR AND DURING THE TAKEOFF ROLL THE MAIN LANDING GEAR STRUCK SOFT SPOTS. REALIZING THE ACFT WAS NOT GOING TO BECOME AIRBORNE HE CLOSED THE THROTTLE ATTEMPTING TO STOP IN THE REMAINING DISTANCE. THE ACFT LEFT THE END OF THE SAND BAR, ROLLED INTO THREE FT OF WATER AND NOSED OVER.

Brief of Accident (Continued)

File No. - 3020

9/30/84

TIKCHIK LODGE, AK

A/C Reg. No. N411X

Time (Lc1) - 1500 ADT

-----  
Occurrence #1            OVERRUN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - WATER, GLASSY
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3019      10/19/84      THEODORE RIVER, AK      A/C Reg. No. N78449      Time (Lcl) - 1430 ADT

-----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	1
Accident Occurred During -APPROACH					

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TRADING BAY, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	THEODORE RIVER, AK	Runway Ident - N/A
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 989
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-18	Make/Model- 650
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING A GO-AROUND ATTEMPT AT THEODORE RIVER LOCATED 35 MILES SOUTHWEST OF ANCHORAGE, AK. ACCORDING TO THE PLT, AFTER LANDING ON A GRAVEL OIL PAD HE REALIZED THAT THE ACFT WOULD NOT STOP BEFORE GOING OVER THE EDGE INTO A SWAMP. HE APPLIED POWER BUT THE MAIN GEAR STRUCK A STUMP AND THE ACFT SETTLED INTO THE MUD. THE PLT STATED THAT HE KNEW THE ACFT BRAKES MAY NOT HAVE BEEN ABLE TO STOP THE ACFT DUE TO THEIR WORN CONDITION.

Brief of Accident (Continued)

File No. - 3019

10/19/84

THEODORE RIVER, AK

A/C Reg. No. N78449

Time (Lcl) - 1430 ADT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - 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. - 3093      10/19/84      ILIAMNA,AK      A/C Reg. No. N9577G      Time (Lc1) - 1700 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CESSNA U-206C  
Landing Gear - FLOAT  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-F  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES/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- VARIABLE/005 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 500 FT SCATTERED

Lowest Ceiling - 1100 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ANCHORAGE,AK

Destination

ILIAMNA,AK

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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 - 48

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- 0

Multi-eng - 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DRAGGED A WING TIP & NOSED OVER WHILE LANDING ON A SMALL LAKE NEAR ILIAMNA, ALASKA. THE PASSENGER SEATED NEXT TO THE PIC STATED THAT THE PLT HAD CANCELLED HIS FLT PLAN PRIOR TO LANDING, CIRCLED THE LAKE & MADE A LONG FINAL APCH TO A TOUCHDOWN ON THE LAKE. THE PASSENGER FURTHER STATED THAT HE OBSERVED A X-WIND PRIOR TO TOUCHDOWN. APRX 3 TO 5 SECONDS AFTER TOUCHDOWN THE AIRPLANE ROLLED TO THE RT & THE RT WING TIP STRUCK THE WATER, VEERING THE ACFT TO THE RT & NOSING OVER IN 8 TO 10 FT OF WATER. THE PASSENGER STATED THAT AS THIS WAS OCCURRING, THE PIC, SHOUTED "CROSSWIND" VERY SURPRISED. AN AUTOPSY SHOWED THE PLT DIED FROM DROWNING.

Brief of Accident (Continued)

File No. - 3093

10/19/84

ILIAMNA, AK

A/C Reg. No. N9577G

Time (Lcl) - 1700 ADT

-----  
Occurrence #1        DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND.
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3017      10/22/84      SKWENTNA,AK      A/C Reg. No. N4361A      Time (Lc1) - 1030 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
SUBSTANTIAL

Fire      NONE  
Pass

	Fatal	Serious	Minor	None
Injuries				
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      - 1730  
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 - YES

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

Weather Data

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

Basic Weather      - VMC  
Wind Dir/Speed- 270/004 KTS  
Visibility      - 50.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - 9000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ANCHORAGE,AK  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - GRAVEL  
Runway Status      - SNOW - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP  
SE LAND,ME LAND,SE SEA,ME SEA  
HELICOPTER ,GLIDER

Age - 40

Biennial Flight Review

Current      - YES  
Months Since      - 4  
Aircraft Type      - C-185

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9381	Last 24 Hrs	- 0
Make/Model-	1103	Last 30 Days-	150
Instrument-	142	Last 90 Days-	285
Multi-Eng -	644	Rotorcraft -	172

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, WHEN HE ARRIVED AT THE GRAVEL BAR THE PASSENGERS TO BE PICKED UP WERE NOT THERE & COULD NOT BE LOCATED FROM THE AIR. AFTER MAKING LOW PASSES OVER THE GRAVEL BAR HE DETERMINED THAT THE SNOW DID NOT LOOK DEEP AND TOUCHED DOWN TO CHECK THE SNOW CONDITION. THE SNOW WAS TOO DEEP, THE WHEELS DUG IN & THE ACFT NOSED OVER.



Brief of Accident (Continued)

File No. - 3017

10/22/84

SKWENTNA,AK

A/C Reg. No. N4361A

Time (Lcl) -- 1030 ADT

Occurrence NOSE OVER  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. TERRAIN CONDITION - SNOW COVERED
4. 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) 2,4

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. - 3016      10/28/84      DAN CREEK, AK      A/C Reg. No. N2899J      Time (Lcl) - 1630 AST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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    - DEHAVILLAND OTTER DHC-3  
Landing Gear   - TAILWHEEL-ALL FIXED  
Max Gross Wt   - 8000  
No. of Seats   - 16

Eng Make/Model - P&W R-1340  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 600 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- 360/015 KTS  
Visibility     - 50.0    SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling   - NONE  
Obstructions to Vision- DUST  
Precipitation   - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
CHITNA, AK  
Destination  
DAN CREEK, AK

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

DAN CREEK  
Runway Ident    - 09  
Runway Lth/Wid - 2500 -UNK/NR  
Runway Surface   - GRAVEL  
Runway Status    - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND, SE SEA  
HELICOPTER

Age - 37

Biennial Flight Review

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

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

Total	- 4500	Last 24 Hrs	- UNK/NR
Make/Model	- 500	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

ACCORDING TO THE PLT THE ACFT HIT A DOWNDRAFT, LANDED HARD AND STRUCK THE WING ON THE RWY SURFACE. THE WIND WAS REPORTED FROM 360 DEG 15 KTS GUSTING TO 20 KTS.

Brief of Accident (Continued)

File No. - 3016

10/28/84

DAN CREEK, AK

A/C Reg. No. N2899J

Time (Lc1) - 1630 AST

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3021      11/12/84      TOK,AK

A/C Reg. No. N313SL

Time (Lcl) - 1956 AST

-----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 310J  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5100  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-U  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - ACFT RADIO  
Completeness - PARTIAL,LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed- 290/004 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - 4000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
JUNEAU,AK  
Destination  
FAIRBANKS,AK

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

TOK JUNCTION  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - ASPHALT  
Runway Status - SNOW - DRY  
SNOW - CRUSTED

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

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

Age - 44  
Biennial Flight Review  
Current - YES  
Months Since - 17  
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2692  
Make/Model- 14  
Instrument- 328  
Multi-Eng - 42  
Last 24 Hrs - 13  
Last 30 Days- UNK/NR  
Last 90 Days- 54

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED DURING AN EMERG NIGHT LANDING AFTER THE LOSS OF PWR ON BOTH ENGINES. INVESTIGATION REVEALED THE RT ENG WAS SECURED BECAUSE OF DECREASING OIL PRESSURE & A VISIBLE OIL LEAK. THERE WERE SEVEN AIRPORTS WITHIN REACH OF THE ACFT WHEN THIS ENG WAS SECURED. HOWEVER, THE PLT INFORMED THE ATC SPECIALIST AT NORTHWAY THAT HE INTENDED TO CONTINUE ON TOWARD HIS FAIRBANKS DESTINATION & WOULD LAND AT BIG DELTA IF HE HAD FURTHER PROBLEMS. THERE WERE NO SUITABLE LANDING AREAS BETWEEN TANACROSS & BIG DELTA, A DISTANCE OF 74 MILES. LATER WHEN THE PLT SECURED THE LT ENG, HE ATTEMPTED TO REACH THE ALASKA HWY BUT CRASHED IN A WOODED AREA. EXAMINATION OF THE ENGS REVEALED THAT BOTH ENG BREATHER TUBES WERE FROZEN FULL OF ICE FOR 5 INCHES ABOVE THE NORMAL DISCHARGE OPENING. THE ENG NOSE CASE SEAL WAS BLOWN OUT ON THE RT ENG. THE OIL COOLER ON THE LT ENG WAS RUPTURED. THERE WERE NO PRESSURE RELIEF HOLES IN EITHER OF THE ENG BREATHER TUBES/PIPES. AN ALTERNATE BREATHER TUBE WAS NOT INSTALLED.

Brief of Accident (Continued)

File No. - 3021

11/12/84

TOK,AK

A/C Reg. No. N313SL

Time (Lcl) - 1956 AST

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

Finding(s)

1. ENGINE ASSEMBLY,OTHER - BLOCKED(TOTAL)
2. LUBRICATING SYSTEM,OIL LINE - ICE
3. LUBRICATING SYSTEM,OIL SEAL - FAILURE,TOTAL
4. LUBRICATING SYSTEM,OIL COOLER - FAILURE,TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
7. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
8.      IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

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

Finding(s)

9. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3150      11/17/84      ANCHORAGE, AK      A/C Reg. No. N8678D      Time (Lcl) - 1000 AST

-----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	1
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-18A 150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAKE CREEK, AK	Runway Ident - N/A
Wind Dir/Speed- 360/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 90.0 SM	Type of Flight Plan - NONE	Runway Surface - ICE
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - ICE COVERED
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE		
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 - UNK/NR	Total - UNK/NR
SE LAND, SE SEA	Months Since - UNK/NR	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) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS MAKING AN APPROACH OVER TREES THAT WERE TEN FT HIGH. AFTER PASSING THE TREES HE "CHOPPED" THE POWER & THE ACFT LANDED HARD. HE NOTICED THE FUSELAGE WAS BUCKLED JUST FORWARD OF THE VERTICAL FIN WHEN HE EXITED THE ACFT.

Brief of Accident (Continued)

File No. - 3150

11/17/84

ANCHORAGE, AK

A/C Reg. No. N8678D

Time (Lc1) - 1000 AST

---

Occurrence            HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FUSELAGE, BULKHEAD - OVERLOAD
  2. FLARE - IMPROPER - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3148

11/20/84

KING SALMON, AK

A/C Reg. No. N2468D

Time (Lcl) - 1400 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew  
Pass

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

Make/Model - CESSNA 170B  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2200  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

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

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

Weather Data

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

Basic Weather - VMC  
Wind Dir/Speed- CALM

Visibility - 4.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 600 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KING SALMON, AK

Destination  
KING SALMON, AK

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)

PRIVATE

SE LAND, SE SEA

Age - 37

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1014

Make/Model- 1014

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING A TAKEOFF FROM A SANDBAR ON THE KING SALMON RIVER. THE PLT STATED THAT DURING HIS TAKE-OFF ROLL, THE WINDSHIELD FOGGED OVER & HE WAS UNABLE TO SEE, THE ACFT'S MAIN GEAR STRUCK A ROCK & THE ACFT NOSED OVER.



Brief of Accident (Continued)

File No. - 3148

11/20/84

KING SALMON, AK

A/C Reg. No. N2468D

Time (Lc1) - 1400 AST

-----  
Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)  
1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)  
-----

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

Finding(s)  
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND  
-----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3149

11/20/84

KOLIGANEK,AK

A/C Reg. No. N1606U

Time (Lcl) - 1545 AST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage							
Name of Carrier	-YUTE AIR ALASKA, INC.	SUBSTANTIAL		Fatal		Serious	Minor	None	
Type of Operation	-NON SCHED,DOMESTIC,PAX/CARGO	Fire	Crew	0	0	0	0	1	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2	0	
Accident Occurred During	-TAKEOFF								

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

Make/Model	- CESSNA 207	Eng Make/Model	- CONTINENTAL IO-520-F13	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 285 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	KOLIGANEK,AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	DILLINGHAM,AK		Runway Ident	- N/A
Wind Dir/Speed	- 040/010 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 5.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- 1000 FT OVERCAST	Type Apch/Lndg	- NONE		
Obstructions to Vision	- UNK/NR				
Precipitation	- SNOW				
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	Current - YES	Total - 2915	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 2	Make/Model - 500	Last 30 Days - UNK/NR
	Aircraft Type - PA-32	Instrument - 123	Last 90 Days - 245
		Multi-Eng - 495	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED WHEN IT FAILED TO BECOME AIRBORNE DURING THE TAKEOFF RUN. THE PLT & WITNESSES AGREED THAT SNOW WAS NOT REMOVED FROM THE ACFT PRIOR TO DEPARTURE.

Brief of Accident (Continued)

File No. - 3149

11/20/84

KOLIGANEK, AK

A/C Reg. No. N1606U

Time (Lc1) - 1545 AST

Occurrence #1            OVERRUN

Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. WING - ICE
2. ICE/FROST REMOVAL FROM AIRCRAFT - DISREGARDED - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND

Occurrence #2            ON GROUND COLLISION WITH TERRAIN

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3146      11/21/84      ANCHORAGE, AK      A/C Reg. No. N83645      Time (Lcl) - 1639 AST

-----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	0	0	1
Accident Occurred During -TAKEOFF			0	0	0	1

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

Make/Model - PIPER PA-28RT-201T	Eng Make/Model - CONTINENTAL TS10-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ANCHORAGE, AK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SEWARD, AK	MERRILL FIELD
Wind Dir/Speed- 160/001 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2469/ 60
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ICE
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - ICE COVERED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----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 - YES	Total - 535
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 55
		Last 30 Days- UNK/NR
		Instrument- 15
		Last 90 Days- 37
		Multi-Eng - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING THE TAKEOFF ROLL BY RUNNING OFF THE DEPARTURE END OF THE RWY, GLIDING OVER A HWY & IMPACTING TREES. ACCORDING TO THE PLT, "ON TAKEOFF, WE ACCELERATED TO 90-95 KTS, BUT THE ACFT DID NOT RESPOND TO BACK PRESSURE FOR LIFT OFF. WE PROCEEDED OFF THE END OF THE RWY AND OVER A ROAD. THE A/C CAME TO REST IN TREES ON THE OTHER SIDE. BRAKING TO STOP PRIOR TO REACHING END OF RWY WAS NOT POSSIBLE DUE TO ICE ON RWY." EXAMINATION OF THE ACFT DID NOT REVEAL ANY ACFT CONTROL MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 3146

11/21/84

ANCHORAGE, AK

A/C Reg. No. N83645

Time (Lc1) - 1639 AST

Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - ICY
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT

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

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) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3129      12/17/84      POINT HOPE, AK

A/C Reg. No. N7350P

Time (Lcl) - 1410 AST

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

Type Operating Certificate	COMMUTER	Aircraft Damage									
Name of Carrier	-BAKER AVIATION, INC	SUBSTANTIAL		Fatal	0	Serious	0	Minor	0	None	1
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire		Crew	0		0		0		5
Flight Conducted Under	-14 CFR 135	NONE		Pass	0		0		0		5
Accident Occurred During	-TAKEOFF										

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

Make/Model	- CESSNA U206	Eng Make/Model	- CONTINENTAL IO-520-L	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	POINT HOPE, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- UNK/NR	KOTZEBUE, AK		POINT HOPE	
Wind Dir/Speed	- 270/030 KTS	ATC/Airspace		Runway Ident	- 19
Visibility	- 12.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 4000/ 100
Lowest Sky/Clouds	- 100 FT PART OBS	Type of Clearance	- NONE	Runway Surface	- GRAVEL
Lowest Ceiling	- 1000 FT	Type Apch/Lndg	- NONE	Runway Status	- SNOW - DRY
Obstructions to Vision	- UNK/NR				
Precipitation	- SNOW				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 7887	Last 24 Hrs - 4
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model - 1170	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 462	Last 90 Days - 216
		Multi-Eng - 1680	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED DURING TAKEOFF WHILE ON A SCHEDULE AIR TAXI FLT. THE PLT & 5 PASSENGERS ESCAPED SERIOUS INJURY. INVESTIGATION REVEALED THE TAKEOFF WAS ATTEMPTED WITH SURFACE WINDS REPORTED AS QUARTERING DIRECTLY ACROSS THE TAKEOFF RWY FROM 30 TO MORE THAN 40 KTS, WITH VISIBILITY AS LOW AS 100 FT RESTRICTED BY BLOWING SNOW. THE PLT INDICATED HE ENCOUNTERED A WHITEOUT CONDITION AT LIFTOFF.

Brief of Accident (Continued)

File No. - 3129

12/17/84

POINT HOPE, AK

A/C Reg. No. N7350P

Time (Lc1) - 1410 AST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - OBSCURATION
5. WEATHER CONDITION - SNOW
6. WEATHER CONDITION - WHITEOUT
7. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
9. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, - 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) 7,8,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3135	3/05/84	CULLMAN,AL	A/C Reg. No. N32910	Time (Lcl) - 1836 CST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries	
Type of Operation -BUSINESS		Fire	Fatal	Serious
Flight Conducted Under -14 CFR 91		NONE	Crew 1	0
Accident Occurred During -APPROACH			Pass 5	0
-----Aircraft Information-----				
Make/Model - CESSNA 421B	Eng Make/Model - TELE CONT GTSIO-520-H	ELT Installed/Activated - YES/NO		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES		
Max Gross Wt - 7450	Engine Type - RECIP-FUEL INJECTED			
No. of Seats - 7	Rated Power - 375 HP			
-----Environment/Operations Information-----				
Weather Data	Itinerary	Airport Proximity		
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP		
Method - TELEPHONE	MONTGOMERY,AL			
Completeness - FULL	Destination	Airport Data		
Basic Weather - IMC	CULLMAN,AL	FOLSOM FIELD		
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 19		
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5200/ 100		
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT		
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - ADF/NDB	Runway Status - WET		
Obstructions to Vision- NONE				
Precipitation - DRIZZLE				
Condition of Light - NIGHT(DARK)				
-----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 - UNK/NR	Total - 3423	Last 24 Hrs -	1
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 1599	Last 30 Days-	20
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days-	60
		Multi-Eng - 2599		
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
PLT CLEARED FOR NIGHT NDB RWY 19 APCH TO FOLWOM FIELD. ERRATIC RADAR TRACK DRG PROCEDURE TURN AND INBD INTERCEPT. WITNESSES DESCRIBED 200 FT CEILING AND REDUCED VIS IN FOG AT AIRPORT. OTHER WITNESSES OBSERVED ACFT ON NORTHBOUND COURSE,FOLLOWED BY TURN TO WEST AT ROOFTOP HEIGHT,WELL BELOW MDA,AT A POINT ONE MILE NORTHEAST OF ARPT. ENG OPERATION SOUNDED NORMAL. ACFT CONTACTED TREES AT ABOUT AIRPORT ELEVATION,1 MILE NORTH OF AIRPORT. WRECKAGE PRODUCED 632 FT PATH. SEVERED LIMBS,PROP DMG AND ENG EXAMINATION REVEALED EVIDENCE OF POWER AT IMPACT. 62 YEAR OLD PILOT HAD NOT FLOWN WITH CFI IN YEARS, INSTRUMENT CURRENCY UNKNOWN. PLT FND TO HAVE SEVERE CORONARY ATHEROSCLEROSIS WITH NEAR TOTAL OCCLUSION OF RT CORONARY ARTERY AND EVIDENCE OF PAST TOTAL OCCLUSION OF LEFT CIRCUMFLEX CORONARY ARTERY. CEILING LOWER THAN FCST FOR AREA. FLT PURPOSE TO CARRY EMPLOYEES TO MEET TRUCK,GO JOB SITE. LIMITATION ON PLT MEDICAL CERTIFICATE,NOT FOR NIGHT FLIGHT. SUNSET AT 1745 CST, 51 MINUTES BEFORE ACCIDENT.				



Brief of Accident (Continued)

File No. - 3135

3/05/84

CULLMAN,AL

A/C Reg. No. N3291Q

Time (Lc1) - 1836 CST

-----  
Occurrence                    IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation        APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. WEATHER CONDITION - FOG
  3. LIGHT CONDITION - DARK NIGHT
  4. OBJECT - TREE(S)
  5. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  6.        IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
  7. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  8.        IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
  9. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
  10.       IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT - PILOT IN COMMAND
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,8,9,10

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3196      10/19/84      HAMILTON, AL      A/C Reg. No. N825E      Time (Lcl) - 1435 CDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-DELTA AIRLINES	NONE						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	1	0	2	7
Accident Occurred During	-DESCENT			0	0	0	0	86

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

Make/Model	- MCDONNELL DOUGLAS DC-8-71	Eng Make/Model	- CFM INT'L CFM 56 2C1	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 529000	Engine Type	- TURBOFAN		
No. of Seats	- 212	Rated Power	- 24000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point.	OFF AIRPORT/STRIP
Method - TELETYPE	ATLANTA, GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	MEMPHIS, TN	
Wind Dir/Speed - 240/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision - UNK/NR		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 21000	Last 24 Hrs - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model - 4000	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N825E, OPERATED AS DELTA AIR LINES FLT 977 HEAVY, ENCOUNTERED TURBULENCE DURING DESCENT. ONE FLT ATTENDANT SUFFERED SERIOUS INJURIES, TWO FLT ATTENDANTS & TWO PASSENGERS HAD MINOR INJURIES. EVEN THOUGH THE SEAT BELT SIGN WAS ILLUMINATED THE FLT ATTENDANTS WERE NOT SEATED. THE CAPT STATED THAT AFTER ENCOUNTERING THE TURBULENCE THE ACFT BROKE OUT OF THE CLOUDS & HE COULD SEE THE CUMULUS CLOUD BEHIND, BUT IT HAD NOT SHOWN UP ON RADAR.

Brief of Accident (Continued)

File No. - 3196

10/19/84

HAMILTON, AL

A/C Reg. No. N825E

Time (Lc1) - 1435 CDT

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Occurrence IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE IN CLOUDS
  2. VISUAL LOOKOUT - 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) 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. - 3048      12/15/84      ATHENS,AL

A/C Reg. No. N2074X

Time (Lcl) - 1510 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Fire

Crew

2

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

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

Make/Model - BEECH C23

Eng Make/Model - LYCOMING O-360-A4K

ELT Installed/Activated - YES-UNK/NR

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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4900 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HUNTSVILLE,AL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Age - 24

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,CFI

Current - YES

Total - 1074

Last 24 Hrs - UNK/NR

SE LAND,ME LAND

Months Since - 15

Make/Model- 12

Last 30 Days- 19

Aircraft Type - C-172

Instrument- 76

Last 90 Days- 116

Multi-Eng - 132

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED DOING TRAINING STALL TYPE MANEUVERS IN THE AREA SHORTLY BEFORE THE ACCIDENT. IT WAS THEN OBSERVED IN A STEEP RIGHT DESCENDING TURN, CROSSING A PAVED ROAD AT LOW ALT AND STRIKING THE GROUND WITH THE RIGHT WING TIP. THE BOTTOM OF THE ACFT NOSE THEN STRUCK THE GROUND AND THEN THE LOW ROAD EMBANKMENT. THE ACFT BURNED AFTER THE FINAL IMPACT. EVIDENCE SHOWS LOW TO NO ENGINE PWR AT IMPACT. AMBIENT ATMOSPHERIC CONDITONS WERE FAVORABLE FOR CARB ICE FORMATION. THE CARB HEAT CONTROLS WERE FOUND IN THE COLD POSITION. THE ICING PROBABILITY CURVES SHOW THAT SERIOUS CARBURETOR ICING COULD OCCUR AFTER 15 MINUTES CONTINUOUS OPERATION IN THE EXISTING CONDITIONS.

Brief of Accident (Continued)

File No. - 3048

12/15/84

ATHENS,AL

A/C Reg. No. N2074X

Time (Lc1) - 1510 CST

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR - ICE
  2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
  3. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND(CFI)
  4. CARBURETOR HEAT CONTROL - NOT SWITCHED
  5. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND(CFI)
  6. IMPROPER DECISION,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND(CFI)
  7. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  8. SUPERVISION - POOR - PILOT IN COMMAND(CFI)
  9. IMPROPER USE OF PROCEDURE,EMOTIONAL REACTION - PILOT IN COMMAND(CFI)
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

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

Factor(s) relating to this accident is/are finding(s) 1,4,6,7,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3298      12/23/84      TUSCALOOSA,AL      A/C Reg. No. N1947F      Time (Lc1) - 1400 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 -TAKEOFF					

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING 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 - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	TUSCALOOSA,AL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TUSCALOOSA
Wind Dir/Speed- 007 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - SCATTERED	Type of Clearance - VFR	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 - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 34
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 34
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED TO THE LEFT DURING THE TAKEOFF GROUND RUN. THE ACFT DEPARTED THE RWY INTO A SOFT, PLOWED FIELD WHERE IT MOMENTARILY NOSED DOWN BEFORE COMING TO REST ON THE MAIN LANDING GEAR.

Brief of Accident (Continued)

File No. - 3298

12/23/84

TUSCALOOSA, AL

A/C Reg. No. N1947F

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 EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
  3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

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) 1,3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3157      12/25/84      HUNTSVILLE,AL      A/C Reg. No. N8475K      Time (Lcl) - 1605 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model        - ROBINSON R-22 ALPHA  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1370  
No. of Seats      - 2

Eng Make/Model   - LYCOMING O-320-B2C  
Number Engines   - 1  
Engine Type       - RECIPROCATING-CARBURETOR  
Rated Power       - 124 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- 010/008 KTS  
Visibility         - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling     - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DECATUR,AL  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,ATP,CFI  
SE LAND,ME LAND,ME SEA  
HELICOPTER        ,GLIDER

Age - 32

Biennial Flight Review  
Current            - YES  
Months Since      - 1  
Aircraft Type      - R.22

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

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

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

A POPPING SOUND THEN A LOUD NOISE AND A PUFF OF SMOKE PRECEED THE HELICOPTERS FALL TO THE GROUND, STATED A 12 YEAR OLD BOY WHO SAID HE SAW THE ACCIDENT. EXAMINATION OF THE HELICOPTER FAILED TO DISCLOSE ANY TRACE OF FIRE. HOWEVER ONE MAIN ROTOR BLADE CONTACTED THE LEFT FRONT OF THE COCKPIT AND WRAPPED AROUND UNDER THE HELICOPTER. THE WRECKAGE WAS SCATTERED OVER AN AREA 300 X 700 FT. THE PASSENGER HAD ABOUT 65 HOURS OF FLIGHT BUT NO CERTIFICATE AND NO KNOWN HELICOPTER TIME. THE PIC HAD PREVIOUSLY HAD HIS COMMERCIAL ASEL CERTIFICATE REVOKED FOR GIVING FLIGHT INSTRUCTION IN A SMALL AIRPLANE WITHOUT HAVING A CFI RATING. THE PIC HAD REAPPLIED FOR AND HAD BEEN REISSUED HIS COMMERCIAL CERTIFICATE. HE HAD SINCE UP GRADED HIS CERTIFICATE TO AN ATP FOR AMEL, COMMERCIAL FOR ASEL, ASES, AMES AND HELICOPTER. HE ALSO HAD A CFI RATING FOR ASMEI BUT NOT FOR HELICOPTER.



Brief of Accident (Continued)

File No. - 3157

12/25/84

HUNTSVILLE,AL

A/C Reg. No. N8475K

Time (Lc1) - 1605 CST

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

Finding(s)

1. ROTOR SYSTEM,MAIN ROTOR BLADE - OVERLOAD
2. UNDETERMINED

Occurrence #2 ALTITUDE DEVIATION,UNCONTROLLED  
Phase of Operation DESCENT - EMERGENCY

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

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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3088      12/29/84      DOTHAN,AL      A/C Reg. No. N6527D      Time (Lcl) - 2315 CST

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MONROEVILLE,AL	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	DOTHAN
Wind Dir/Speed- 220/016 KTS	ATC/Airspace	Runway Ident - 31
Visibility - .250 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8498/ .150
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG		
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)
COMMERCIAL	Current - YES	Total - 1420
SE LAND,ME LAND	Months Since - 4	Make/Model- 1100
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 106
		Multi-Eng - 19
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 35
		Rotorcraft - 51

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT, WHO WAS ALSO AN ATC SPECIALIST ASSIGNED TO A FSS, CRASHED SHORT OF THE RWY DURING AN ATTEMPTED ILS APCH.  
WHE WX CONDITIONS WERE BELOW APCH MINIMUMS.

Brief of Accident (Continued)

File No. - 3088

12/29/84

DOTHAN,AL

A/C Reg. No. N6527D

Time (Lc1) - 2315 CST

---

Occurrence #1      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. TERRAIN CONDITION - OPEN FIELD
  2. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
  5. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
  6. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
  7. WEATHER CONDITION - OBSCURATION
  8. WEATHER CONDITION - LOW CEILING
  9. LIGHT CONDITION - NIGHT
  10. JUDGEMENT - POOR - PILOT IN COMMAND
  11. DECISION HEIGHT - BELOW - PILOT IN COMMAND
  12. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  13. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
  14. DECISION HEIGHT - DELAYED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 11,12,13

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8,10,14

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3092      12/31/84      BIRMINGHAM, AL      A/C Reg. No. N201FR      Time (Lcl) - 1731 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

0

0

Injuries

Serious

1

0

Minor

0

2

None

0

0

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

Make/Model      - MOONEY M20J  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2740  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-360-A3B6D  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 180 HP

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

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

Weather Data

Wx Briefing      - NWS  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 160/009 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 7500 FT SCATTERED  
Lowest Ceiling      - 7500 FT BROKEN  
Obstructions to Vision- UNK/NR  
Precipitation      - UNK/NR  
Condition of Light      - UNK/NR

Itinerary

Last Departure Point  
BIRMINGHAM, AL  
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

BIRMINGHAM MUNICIPAL  
Runway Ident      - 23  
Runway Lth/Wid      - 10000/ 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      - 9  
Aircraft Type      - UNK/NR

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

Total      - 297  
Make/Model- 65  
Instrument- 67  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 84

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED AFTER TAKEOFF FROM RWY 23 AT 400 FT AGL A HORN SOUNDED. A STUDENT PLT PASSENGER STATED THE MARKER BEACON, AND STALL WARNING HORN CAME ON. THE PLT HOWEVER COULD NOT IDENTIFY THE HORN. THE PLT LOWERED THE NOSE OF THE ACFT, BEGAN A DESCENT AND TURNED ONTO A LEFT DOWNWIND. PWR INDICATIONS AT THIS TIME WERE 2300 RPM WITH 23" MP. PLT STATED THAT THE ENG THEN QUIT BUT WHEN THE THROTTLE WAS PUMPED A PWR SURGE WAS EXPERIENCED. THE ACFT WAS FLOWN THROUGH FINAL APCH FOR RWY 23 AND CRASHED OFF THE DEPARTURE END OF RWY 36. NO FUEL CONTAMINATION WAS FOUND DURING THE INVESTIGATION AND THE ENG OPERATED AT MAX RPM ON A TEST STAND AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3092

12/31/84

BIRMINGHAM,AL

A/C Reg. No. N201FR

Time (Lc1) - 1731 CST

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

2. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND
3. IMPROPER DECISION,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3209

6/16/84

POCAHONTAS, AR

A/C Reg. No. N4913X

Time (Lcl) - 1200 CDT

-----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 - ROCKWELL INTERNATIONAL S-2R

Eng Make/Model - P&W R-1340-AN1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 7000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/012 KTS

Visibility - 9.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

POCAHONTAS, AR

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME 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 - 5000

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-----

ABOUT 18 INCHES OF ONE PROPELLER BLADE SEPARATED IN FLIGHT. THE ACFT BEGAN TO SHAKE VIOLENTLY AND THE PLT SHUTDOWN THE ENGINE. THE AIRCRAFT CRASHED DURING THE FORCED LNDG. METALLURGICAL EXAMINATION REVEALED FEATURES TYPICAL OF FATIGUE CRACKING OVER APROX 2/3 OF BLADE CROSS SECTION. AT THE FRACTURE LOCATION.

Brief of Accident (Continued)

File No. - 3209

6/16/84

POCAHONTAS, AR

A/C Reg. No. N4913X

Time (Lc1) - 1200 CDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
  2. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

3. AIRCRAFT HANDLING - 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) 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. - 3296      8/26/84      SALOME, AZ      A/C Reg. No. N731VZ      Time (Lcl) - 1930 MST

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

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

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

Make/Model	- CESSNA 188B	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

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

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

-----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 - 15244
SE LAND	Months Since - 18	Make/Model - 134
	Aircraft Type - C-206	Instrument - 55
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 102

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN FOLLOWING A LOSS OF POWER DUE TO FUEL EXHAUSTION WHILE SPRAYING A COTTON FIELD.  
THE PLT STATED HE WAS AWARE OF THE LOW FUEL SUPPLY BUT WAS PUSHING TO COMPLETE THE JOB BEFORE DARK.



Brief of Accident (Continued)

File No. - 3296

8/26/84

SALOME,AZ

A/C Reg. No. N731VZ

Time (Lc1) - 1930 MST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
  4. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
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) 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. - 3087      10/28/84      FIREBIRD LAKE, AZ      A/C Reg. No. N6470L      Time (Lcl) - 0815 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire - NONE	0	Serious	Minor	None
Flight Conducted Under - 14 CFR 91		0	0	0	2
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	OFF AIRPORT/STRIP
Method - N/A	PHOENIX, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	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 - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- UNK/NR		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 2780
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 5
	Aircraft Type - C-310	Make/Model- 2250
		Instrument- 208
		Last 30 Days- 66
		Last 90 Days- 230
		Multi-Eng - 190

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI REPORTED THAT WHILE FLYING IN THE FLT SCHOOL'S DESIGNATED PRACTICE AREA AT 3800 FT MSL SHE REDUCED THE THROTTLE TO IDLE FOR THE PURPOSE OF SIMULATING AN IN-FLT EMERG FOR HER STUDENT. THE STUDENT RESPONDED PROPERLY. THE CFI STATED SHE CLEARED THE ENG, WHILE USING CARB HEAT, DURING THE GLIDE. WHEN BETWEEN 400 & 500 FT AGL, THE CFI DIRECTED A GO-AROUND & THE STUDENT PLT RESPONDED WITH FULL THROTTLE & CARB HEAT TO OFF. THE ENG CONTINUED TO OPERATE BUT NO POWER ABOVE IDLE WAS OBTAINED. EXAMINATION OF THE ACFT ENG FAILED TO REVEAL ANY REASON FOR THE POWER LOSS.

Brief of Accident (Continued)

File No. - 3087

10/28/84

FIREBIRD LAKE, AZ

A/C Reg. No. N6470L

Time (Lc1) - 0815 MST

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3161      11/12/84      YUMA, AZ      A/C Reg. No. N25854      Time (Lc1) - 2345 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			None
Type of Operation -INSTRUCTIONAL	Fire	Crew	Serious	Minor		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LAS VEGAS, NV	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	YUMA, AZ	YUMA
Wind Dir/Speed- 190/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 371
SE LAND	Months Since - 5	Last 24 Hrs - 6
	Aircraft Type - C-150	Make/Model- 108
		Last 30 Days- 73
		Instrument- 1
		Last 90 Days- 206

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPTD THAT WHILE EN ROUTE TO YUMA, AZ, THE ENG BEGAN RUNNING ROUGH AND SUBSEQUENTLY QUIT. DURING THE LANDING ROLL THE ACFT COLLIDED WITH A DIRT EMBANKMENT AND NOSED OVER. EXAMINATION OF THE WRECKAGE DISCLOSED BOTH FUEL TANKS CONTAINED ONLY RESIDUAL FUEL. THE PLT REPORTED BOTH FUEL GAGES INDICATED 1/4 AT THE TIME OF THE ACCIDENT. THE GAGES INDICATED EMPTY WHEN POWER WAS APPLIED TO THE ACFT.

Brief of Accident (Continued)

File No. - 3161

11/12/84

YUMA,AZ

A/C Reg. No. N25854

Time (Lcl) - 2345 MST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

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. - 3096      12/14/84      GLENDALE, AZ      A/C Reg. No. N7967F      Time (Lcl) - 1715 MST

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

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

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

Make/Model - CESSNA 150F	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES-UNK/NR
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 - 105 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	OFF AIRPORT/STRIP
Method - TV/RADIO	QUARTZITE, AZ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PHOENIX, AZ	
Wind Dir/Speed- 340/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 45.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - SCATTERED	Type of Clearance - VFR	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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1392
SE LAND, ME LAND	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 89
		Instrument- 255
		Multi-Eng - 43
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST POWER & NOSED OVER WHILE MAKING AN EMERGENCY LANDING IN A MUDDY FIELD. INVESTIGATION REVEALED THAT FUEL WAS BEING SIPHONED FROM THE FUEL TANK VENT.

Brief of Accident (Continued)

File No. - 3096

12/14/84

GLENDAL, AZ

A/C Reg. No. N7967F

Time (Lcl) - 1715 MST

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

Finding(s)

1. FUEL SYSTEM, VENT - PREVIOUS DAMAGE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FLUID, FUEL - SIPHONING
4. FLUID, FUEL - EXHAUSTION

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3259      12/16/84      GRAND CANYON,AZ      A/C Reg. No. N4812H      Time (Lcl) - 0640 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
1  
3

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
0  
0

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

Make/Model - MOONEY M20J  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A3B6D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - UNK/NR

Wind Dir/Speed- UNK/NR

Visibility - 15.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
MESA,AZ

Destination  
CEDAR CITY,UT

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

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

FREE BALLOON

Age - 42

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-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) - AIRPLANE

-----Narrative-----

THE PLT RECEIVED A WX BRIEFING AND WAS ADVISED OF MODERATE RIME AND MIXED ICING IN CLOUDS. HE FILED AN IFR FLT PLAN AND DEPARTED. WHILE AT 12000 FT, HE REPORTED ENCOUNTERING SEVERE RIME ICE AND REQUESTED A LOWER ALTITUDE. HE STATED THAT HE WAS TRYING TO FLING OFF PROPELLER ICE WHEN RADAR AND RADIO CONTACT WERE LOST. THE WRECKAGE WAS LOCATED IN REMOTE MOUNTAINOUS TERRAIN BY A GROUND PARTY DIRECTED TO THE SITE BY AN AIR FORCE ACFT WHICH MONITERED A ELT SIGNAL.



Brief of Accident (Continued)

File No. - 3259

12/16/84

GRAND CANYON, AZ

A/C Reg. No. N4812H

Time (Lc1) - 0640 MST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
  2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  3. IMPROPER DECISION - PILOT IN COMMAND
- 

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

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

Finding(s)

4. 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3266      12/23/84      PHOENIX, AZ      A/C Reg. No. N51FM      Time (Lc1) - 1900 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - RAWDON T1  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1850  
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 - NO

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed-  
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  
SANTA ANA, CA  
Destination  
SCOTTSDALE, AZ

Airport Proximity  
OFF AIRPORT/STRIP

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)  
PRIVATE  
SE LAND

Age - 53  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - T1

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 300  
Make/Model- 250  
Instrument- 2  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT PLANNED TO FLY FROM SANTA ANA, CA. TO SCOTTSDALE, AZ. THE PLT REPORTED THAT THE ACFT HAD ENOUGH FUEL FOR 4 HRS OF FLYING TIME. THE ACFT'S FUEL GAGES ARE LOCATED ON THE WINGS & A FLASHLIGHT IS REQUIRED TO SEE THEM AT NIGHT. THE PLT STATED THAT HE WAS CARRYING AN OPERATIVE FLASHLIGHT, BUT HE DID NOT USE IT TO LOOK AT THE FUEL GAGES BECAUSE HE WAS CERTAIN HIS ACFT CONTAINED ENOUGH FUEL FOR THE FLT. AFTER FLYING FOR ABOUT 3.5 HOURS AND 12 MI FROM THE INTENDED DESTINATION, THE ENGINE SUDDENLY LOST ALL POWER. THE PLT ATTEMPTED TO MAKE A FORCED LANDING ON A ROAD. ON APPROACH THE ACFT COLLIDED WITH A TREE. THE POST-CRASH EXAM OF THE ACFT REVEALED ITS FUEL TANKS TO BE VIRTUALLY DRY.

Brief of Accident (Continued)

File No. - 3266

12/23/84

PHOENIX, AZ

A/C Reg. No. N51FM

Time (Lc1) - 1900 MST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
  4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT

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

Finding(s)

5. LIGHT CONDITION - NIGHT
  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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3147      4/29/84      WARNER SPRINGS, CA      A/C Reg. No. N811      Time (Lcl) - 1340 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

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

Make/Model      - ROLLADEN-SCHNEIDER GMBH LS3      Eng Make/Model - N/A  
Landing Gear      - HULL      Number Engines - N/A  
Max Gross Wt      - 825      Engine Type      - UNK/NR  
No. of Seats      - 1      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- 120/012 KTS  
Visibility      - 12.0 SM  
Lowest Sky/Clouds      - 25000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
HEMET, CA  
Destination  
HEMT, CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

BUTTERFIELD OAKS  
Runway Ident      - 10  
Runway Lth/Wid      - 2400/ 50  
Runway Surface      - GRAVEL  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE

GLIDER

Age - 30

Biennial Flight Review

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

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 6839	Last 24 Hrs -	200
Make/Model-	2916	Last 30 Days-	330
Instrument-	0	Last 90 Days-	515

Instrument Rating(s) - NONE

-----Narrative-----

THE SAILPLANE WAS FOUND IN A NOSE DOWN ATTITUDE AMOUNG 10 TO 15 FOOT RIBBON-WOOD SHRUBS APPROX 250 FT WNW OF THE DEPARTURE END OF A SMALL AIRSTRIIP. BOTH WINGS WERE FOUND DISPLACED FORWARD WITH THE RT ONE FORMING A STRAIGHT LINE EXTENSION FORWARD FM THE FUSELAGE. NO WITNESSES WERE FOUND THAT OBSERVED THE ACCIDENT. THE PLT HAD BEEN ATTEMPTING A 5 HOUR DURATION FLT WITH THE POSSIBILITY OF FLYING OUR 300 MILES TO QUALIFY FOR A DISTANCE AWARD. TRANSMISSIONS TO THE CO-OWNER ON THE GROUND INDICATED HE WAS HAVING TROUBLE MAINTAINING ALT AND HIS ORIENTATION TO HIS PLANNED COURSE. HIS LAST TRANSMISSION STATED THAT HE HAD BEEN MISTAKEN ABOUT HIS PRIOR LOCATION AND THAT HE HAD TO DUMP HIS BALLAST. A BAROGRAPH WAS FOUND IN THE ACFT WHICH INDICATED OUR 2 HOURS OF FLT TIME WITH AT LEAST 2 LOSSES OF ALT BFR THE FINAL DECREASE. IN ADDITION THE LAST ALT DECREASE WAS PRECEDED BY A SLIGHT INCREASE IN ALT FOLLOWED BY WHAT APPEARS TO BE A RAPID DECREASE.

Brief of Accident (Continued)

File No. - 3147

4/29/84

WARNER SPRINGS, CA

A/C Reg. No. N811

Time (Lc1) - 1340 PDT

---

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      CRUISE - NORMAL

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL/SPIN - 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. - 3267      6/01/84      UNKNOWN,CA      A/C Reg. No. N6602V      Time (Lcl) - 0945 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

UNK/NR

Crew  
Pass

Fatal  
1  
0

Injuries

Serious      Minor  
0      0  
0      0

None  
0  
0

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

Make/Model - BELLANCA 17-31A  
Landing Gear - ~~TAILWHEEL-ALL-FIXED~~ *retractable*  
Max Gross Wt - 3325  
No. of Seats - 4

Eng Make/Model - UNKNOWN UNKNOWN  
Number Engines - 1  
Engine Type - UNK/NR  
Rated Power - UNK/NR

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 - UNK/NR  
Wind Dir/Speed- UNK/NR  
Visibility - UNK/NR  
Lowest Sky/Clouds -  
Lowest Ceiling -  
Obstructions to Vision- UNK/NR  
Precipitation - UNK/NR  
Condition of Light - UNK/NR

Itinerary

Last Departure Point  
SAN JOSE,CA  
Destination  
UNKNOWN,UN

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 - 48

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2700  
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) - UNK/NR

-----Narrative-----

BETWEEN MAY 31 & JUNE 1, 1984, THE PRIVATE PLT IS BELIEVED TO HAVE DRIVEN TO THE AIRPORT, PARKED HIS CAR, & BOARDED HIS AIRCRAFT FOR A PRESUMED PERSONAL FLT. THE PLT'S WIFE BECAME CONCERNED ABOUT HER HUSBAND'S FAILURE TO APPEAR AT WORK, & SHE NOTIFIED LOCAL AUTHORITIES THAT HER HUSBAND WAS MISSING. THE NTSB FIRST LEARNED OF THE MISSING AIRCRAFT ON JUNE 19, 1984. AS OF JUNE 14, 1985, NEITHER THE FREMONT POLICE DEPT., NOR THE NTSB HAS LEARNED OF THE AIRCRAFT & PLT'S LOCATION.

Brief of Accident (Continued)

File No. - 3267

6/01/84

UNKNOWN, CA

A/C Reg. No. N6602V

Time (Lcl) - 0945 PDT

Occurrence MISSING AIRCRAFT  
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3086      6/11/84      CORONA, CA      A/C Reg. No. N18070      Time (Lcl) - 1249 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
0

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

Make/Model - CESSNA 150L  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC

Wind Dir/Speed- 260/010 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - THIN OVC  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 44  
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 - 11546  
Make/Model- 546  
Instrument- UNK/NR  
Multi-Eng - 11000  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 250  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE "ENGINE QUIT DURING THE SECOND TAKEOFF AFTER MAKING A TOUCH AND GO." THE PLT NEGOTIATED A 180 DEG TURN & ATTEMPTED TO LAND ON THE AIRPORT "SERVICE ROAD"; A TRUCK, HOWEVER, ENTERED THE SERVICE ROAD & THE PLT WAS FORCED TO LAND IN A PARKING LOT. THE LANDING WAS DOWNWIND & THE ACFT COULD NOT BE STOPPED PRIOR TO COLLIDING WITH THE FENCE. EXAMINATION OF THE ENG/FUEL SYSTEM DISCLOSED THAT THE #4 LOWER SPARK PLUG DID NOT FIRE DUE TO A CRACKED INSULATOR. FUEL WAS FOUND IN THE GASCOLATOR BOWL; THE BOWL ALSO CONTAINED MINOR WATER DEPOSITS AND OTHER CONTAMINATES. THE VENT ON THE LEFT FUEL TANK CAP WAS PLUGGED.



Brief of Accident (Continued)

File No. - 3086

6/11/84

CORONA, CA

A/C Reg. No. N18070

Time (Lcl) - 1249 PDT

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

Finding(s)

1. FUEL SYSTEM - WATER
  2. FUEL SYSTEM - CONTAMINATION
  3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

4. OBJECT - FENCE
  5. WEATHER CONDITION - TAILWIND
- 

----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. - 3144      6/28/84      PALOS VERDE EST,CA      A/C Reg. No. N9400F      Time (Lcl) - 1319 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
DESTROYED

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

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

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

Make/Model - HUGHES 269B  
Landing Gear - SKID  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING H10-360-A1A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 180 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 290/012 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 20 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
TORRANCE,CA

Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

TORRANCE

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

HELICOPTER

Age - 26

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - 269B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Last 24 Hrs - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

GND WITNESSES OBSVD HELICOPTER INTO NORMAL TURN AT 500 FT AGL FOLLOWED BY A VIOLENT RT TURN. DURING THE VIOLENT TURN THE TAIL ROTOR ASSY SEPARATED & THE MAIN ROTOR BLADES CONED UPWARDS. THE HELICOPTER WENT INTO A NEAR VERTICAL DESCENT & CRASHED. WRECKAGE EXAM DISCLOSE THE TAIL ROTOR HUB TEETERING FORK BOLT & BOTH PITCH CHG LNKS SUSTAINED OVLD FRACTURES. THE FORK ASSY SHOWED EXTENSIVE BLADE IMPACT MARKS. BOTH TAIL ROTOR BLADES TRAIL EDGES EXHIBITED ABRASIVE SIGNATURES & WERE DELAMINATED. THE TAIL SKID SEPARATED & WAS FRACTURED @ MIDSPAN & ITS LT SIDE SHOWED TAIL ROTOR BLADE RUB MARKS. METAL & CHEM ANALYSIS DISCLSD THE EPOXY BONDING MATERIAL WAS WEAKENED BY A FOREIGN SUBSTANCE. BOTH TAIL ROTOR BLADES WERE XRAYED AND PAINTED 25 FLT HRS PRIOR TO THE ACCIDENT. NO EVIDENCE WAS FOUND TO INDICATE THE PILOT HAD FLOWN A HELICOPTER WITHIN 11 MONTHS PRECEDING THE ACCIDENT. THE PLT HAD ACCUMULATED 50 HELICOPTER FLT HRS, 15 OF WHICH WERE AS PIC.

Brief of Accident (Continued)

File No. - 3144

6/28/84

PALOS VERDE EST,CA

A/C Reg. No. N9400F

Time (Lc1) - 1319 PDT

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

Finding(s)

1. ROTOR SYSTEM, TAIL ROTOR BLADE - FAILURE, TOTAL
2. ROTOR SYSTEM, TAIL ROTOR HUB COUNTERWEIGHT - SEPARATION
3. ROTOR SYSTEM, TAIL ROTOR HUB - SEPARATION
4. ROTOR SYSTEM, TAIL ROTOR HUB PITCH LINK - OVERLOAD
5. MAINTENANCE, COMPLIANCE WITH AD - INADEQUATE - OTHER MAINTENANCE PSNL
6. IMPROPER USE OF PROCEDURE, INFORMATION INSUFFICIENT - OTHER MAINTENANCE PSNL
7. INSUFFICIENT STANDARDS/REQUIREMENTS, MANUFACTURER - MANUFACTURER

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

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

Finding(s)

8. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
10. AUTOROTATION - 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) 1,2,3,4,5,6,7,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3256      7/07/84      GUALALA,CA      A/C Reg. No. N555CC      Time (Lc1) - 1830 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier -SANTA BARBARA AVIATION	SUBSTANTIAL				
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 135	NONE	Pass	0	Serious	Minor
Accident Occurred During -LANDING			0	0	0
					None
					2
					4

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

Make/Model - CESSNA 500	Eng Make/Model - P&W JT15D-1	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 11500	Engine Type - TURBOFAN	
No. of Seats - 8	Rated Power - 2200 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BAKERSFIELD,CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	GUALALA,CA	OCEAN RIDGE
Wind Dir/Speed- 330/002 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 25.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2500/ 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		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 4600
SE LAND,ME LAND,SE SEA	Months Since - 7	Last 24 Hrs - 4
HELICOPTER ,GLIDER	Aircraft Type - C-500	Make/Model- 250
		Last 30 Days- 40
		Instrument- 565
		Last 90 Days- 122
		Multi-Eng - 2600
		Rotorcraft - 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON AN AIR TAXI FLT TO A PRIVATELY OWNED, PUBLIC USE ARPT, THE TRANSPORT CATEGORY ACFT TOUCHED DOWN HARD, 7 FT BEYOND THE BEGINNING OF THE 2500-FT-LONG RWY. THE HARD SURFACED RWY'S STRENGTH WAS INADEQUATE TO SUPPORT THE ACFT'S 9500 LB LDG WEIGHT & THE ACFT'S LEFT WHEEL PENETRATED THROUGH THE 3/8 INCH THICK RWY SURFACE CREATING A 4 INCH DEEP HOLE. AS THE ACFT CONTINUED ITS LDG ROLLOUT THE LEFT LDG GEAR BROKE & SEPARATED FROM THE ACFT. THE ACFT VEERED OFF THE SIDE OF THE RWY & COLLIDED WITH A SHALLOW DIRT EMBANKMENT. THE ARPT WAS BEING OPERATED UNDER A STATE OF CA PERMIT, ISSUED IN THE BASIC UTILITY 1 CLASS & IT WAS DESIGNED FOR LIGHT ACFT HAVING A GROSS WEIGHT OF 6000 LBS OR UNDER. THIS INFORMATION WAS NOT DISSEMINATED BY THE FAA IN EITHER ITS AIRPORT/FACILITY DIRECTORY OR ON THE CURRENT AIRPORT MASTER RECORD. THE PIC'S REQUIRED FIRST CLASS AIRMAN MEDICAL CERTIFICATE HAD EXPIRED. THE RWY LENGTH WAS SHORTER THAN REQUIRED FOR THE AIR TAXI OPERATION.

Brief of Accident (Continued)

File No. - 3256

7/07/84

GUALALA,CA

A/C Reg. No. N555CC

Time (Lc1) - 1830 PDT

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
2. UNSAFE/HAZARDOUS CONDITION WARNING - NOT ISSUED -
3. IMPROPER USE OF PROCEDURE,INFORMATION UNAVAILABLE - PILOT IN COMMAND
4. INSUFFICIENT STANDARDS/REQUIREMENTS - FAA(ORGANIZATION)
5. FLARE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

6. LANDING GEAR,MAIN GEAR - OVERLOAD
7. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL

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

Finding(s)

8. TERRAIN CONDITION - DIRT BANK

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

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

Factor(s) relating to this accident is/are finding(s) 2,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3293      8/11/84      MONTEREY, CA      A/C Reg. No. N1544R      Time (Lcl) - 0009 PDT

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

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

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

Make/Model	- GRUMMAN AMERICAN AA-5B	Eng Make/Model	- LYCOMING O-360-A4K	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 004 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 500 FT</p> <p>Lowest Ceiling - 500 FT</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>EL CAJON, CA</p> <p>Destination</p> <p>MONTEREY, CA</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>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>MONTEREY</p> <p>Runway Ident - 10</p> <p>Runway Lth/Wid - 6597/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 24</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1206</p> <p>Make/Model- 990</p> <p>Instrument- 143</p> <p>Multi-Eng - 110</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- 17</p> <p>Last 90 Days- 108</p> <p>Rotorcraft - 1</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH HILLY TERRAIN APRX 6 MILES EAST OF THE ARPT DURING THE SECOND ATTEMPTED ILS RWY 10 APCH. THE PLT STATED THAT COMMUNICATION AND NAVIGATION PROBLEMS WERE EXPERIENCED DURING THE FLT. HE ALSO STATED HE CHANGED FUEL TANKS EVERY 1/2 HR DURING THE FLT. A MISSED APCH WAS PERFORMED DURING THE FIRST ILS ATTEMPT BECAUSE THE PLT COULD NOT "POSITIVELY" IDENTIFY THE RWY THRESHOLD. ON THE 2ND APCH, AFTER OUTER MARKER PASSAGE, THE PLT NOTICED HE WAS BELOW GLIDESLOPE AND NECESSARY ADJUSTMENTS WERE MADE. HE CONTINUED TO STATE THAT AFTER TIME PASSAGE HE NOTICED FULL DOWN GLIDESLOPE DEFLECTION AND MIDDLE MARKER PASSAGE HAD NOT OCCURRED. SHORTLY THEREAFTER, THE ACFT IMPACTED TERRAIN. THE INSTRUMENT PANEL AND RADIO PACK WERE REMOVED FROM THE ACFT BEFORE INVESTIGATORS ARRIVED. THE RT FUEL TANK WAS FOUND EMPTY AND THE LT WAS NEARLY FULL. NO MECHANICAL FAILURE/MALFUNCTION WAS FOUND. RECORDS INDICATE LAST TRANS CHECK WAS 5/9/77, LAST STATIC SYSTEM/ALTIMETER CHECK WAS 5/12/77. LAST VOR TEST COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 3293

8/11/84

MONTEREY, CA

A/C Reg. No. N1544R

Time (Lc1) - 0009 PDT

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH

Finding(s)

1. COMM/NAV EQUIPMENT - UNDETERMINED
  2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  3. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  4. MISSED APPROACH - 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3187      9/15/84      SANTA PAULA, CA      A/C Reg. No. N8279L      Time (Lcl) - 1202 PDT

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

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

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

Make/Model - PIPER PA-28-236	Eng Make/Model - LYCOMING O540J3A5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	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	SANTA PAULA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VAN NUYS, CA	SANTA PAULA
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2650/ 40
Lowest Sky/Clouds - 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 - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 2800
SE LAND, ME LAND	Months Since - 7	Make/Model- 25
	Aircraft Type - 550	Instrument- 70
		Multi-Eng - 400
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 115

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTING RWY 22 AT SANTA PAULA ARPT, THE ACFT FLEW SW ALONG THE SANTA CLARA RIVER + STRUCK A TELEPHONE WIRE 2.6 SM FROM THE RWY END. WITNESSES SAW ACFT FLY LEVEL AT ABOUT 80 FT AGL WITH NORMAL POWER SOUNDS PRIOR TO WIRE CONTACT. THE WIRE STRIKE CAUSED THE INFLIGHT SEPARATION OF THE OUTBOARD LEFT WING PANEL AND THE ACFT IMPACTED IN A MARSHY PORTION OF THE RIVER BED ABOUT 450 FT BEYOND THE WIRE. INVESTIGATION REVEALED NO PRE-IMPACT MECHANICAL MALFUNCTION.



Brief of Accident (Continued)

File No. - 3187

9/15/84

SANTA PAULA, CA

A/C Reg. No. N8279L

Time (Lcl) - 1202 PDT

Occurrence #1      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      CRUISE

Finding(s)

1. OBJECT - WIRE, TRANSMISSION (MARKED)
2. BUZZING - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. JUDGEMENT - NOT UNDERSTOOD - PILOT IN COMMAND
7. WING, WINGTIP - LOSS, TOTAL

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

Finding(s)

8. AIRCRAFT HANDLING - 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) 2,8

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3261

9/19/84

SANTA ANA, CA

A/C Reg. No. N88MJ

Time (Lcl) - 1420 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA 550

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 13500

No. of Seats - 10

Eng Make/Model - P&W JT15D-4

Number Engines - 2

Engine Type - TURBOFAN

Rated Power - 2500 LBS THRUST

ELT Installed/Activated - NO -N/A

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- 220/010 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 5500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ONTARIO, CA

Destination

SANTA ANA, CA

Airport Proximity

ON AIRPORT

Airport Data

JOHN WAYNE AIRPORT

Runway Ident - 19R

Runway Lth/Wid - 5700/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS-COMPLETE

STRAIGHT-IN

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND, SE SEA

Age - 31

Biennial Flight Review

Current - YES

Months Since - 0

Aircraft Type - 550

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3720

Make/Model- 72

Instrument- 300

Multi-Eng - 1940

Last 24 Hrs - UNK/NR

Last 30 Days- 35

Last 90 Days- 112

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER COMPLETING A DUAL INSTRUCTIONAL FLT IN 91 TO 103 DEG WX, THE ACFT LANDED UNEVENTFULLY. THE PIC FAILED TO FOLLOW THE REQUIRED PROCEDURE IN THE FLIGHT MANUAL OF TURNING OFF THE ANTI-SKID SWITCH AFTER CLEARING THE RWY. RATHER, HE USED THE OUTDATED PROCEDURE IN AN OLD CHECKLIST CARD & LEFT THE ANTI-SKID SWITCH ON. AS THE PIC PARKED THE ACFT THE ANTI-SKID CONTROL UNIT MALFUNCTIONED & RELEASED BRAKE PRESSURE. BY THE TIME THE PIC REGAINED CONTROL BY ACTIVATING THE EMERGENCY PNEUMATIC BRAKE SYSTEM, THE ACFT HAD COLLIDED WITH A CESSNA 500 & AN AERO COMMANDER 500S. TWO YEARS EARLIER A SERVICE LETTER HAD BEEN ISSUED STATING THAT THE ANTI-SKID CONTROL UNIT COULD MALFUNCTION AT TEMPS OVER 100 DEG F. THE OPERATOR HAD FAILED TO COMPLY WITH THE SL & HAD NOT SUBMITTED THE UNIT FOR MODIFICATION. WITHIN THE PAST MONTH THE PIC & THE COMPANY CHIEF PLT HAD OBTAINED TYPE RATINGS IN THE ACFT FROM A DESIGNATED PLT EXAMINER.

Brief of Accident (Continued)

File No. - 3261

9/19/84

SANTA ANA, CA

A/C Reg. No. N88MJ

Time (Lc1) - 1420 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. AIRCRAFT MANUALS, PROCEDURE INFORMATION - UNAPPROVED
2. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
3. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) NOT LISTED - COMPANY/OPERATOR MGMT
4. INADEQUATE CERTIFICATION/APPROVAL, MANUFACTURER - FAA (ORGANIZATION)
5. INADEQUATE CERTIFICATION/APPROVAL, AIRMAN - FAA (ORGANIZATION)
6. LANDING GEAR, ANTI-SKID BRAKE SYSTEM - FAILURE, TOTAL
7. MAINTENANCE, SERVICE BULLETINS - NOT PERFORMED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING (EMERGENCY PROCEDURE(S)) - CHECK PILOT

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

9. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND
10. LANDING GEAR, EMERGENCY BRAKE SYSTEM - ENGAGED
11. OBJECT - AIRCRAFT PARKED

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2,5,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3097

9/22/84

MERCED, CA

A/C Reg. No. N7545B

Time (Lcl) - 0920 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CHAMPION 7FC  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1450  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C90-12-F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 90 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 - 40.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MERCED, CA  
Destination  
MERCED, CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MERCED MUNI  
Runway Ident - 30  
Runway Lth/Wid - 5903/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

FULL STOP

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

Pilot-In-Command

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

Age - 39

Biennial Flight Review

Current - YES  
Months Since - 10  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 123	Last 24 Hrs	- 1
Make/Model-	7	Last 30 Days-	8
Instrument-	5	Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF THE PLT LOST CONTROL OF THE ACFT. IT VEERED OFF THE RWY & COLLIDED WITH A DIRT BANK. THE PLT INDICATED THAT HIS WIFE MAY HAVE UNKNOWNLY BEEN APPLYING PRESSURE TO THE HEEL BRAKES DURING THE ATTEMPTED TAKEOFF.

Brief of Accident (Continued)

File No. - 3097

9/22/84 - MERCED, CA

A/C Reg. No. N7545B

Time (Lc1) - 0920 PDT

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

Finding(s)

1. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. BRAKES(NORMAL) - INADVERTENT USE - PASSENGER
- 

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3098

9/30/84

PALM SPRINGS,CA

A/C Reg. No. N12422

Time (Lc1) - 1159 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -AERIAL OBSERVATION

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

ON GROUND

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

Make/Model - CANADAI R T-33

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 16800

No. of Seats - 2

Eng Make/Model - ROLLS ROYCE NENE-10

Number Engines - 1

Engine Type - TURBOJET

Rated Power - 5100 LBS THRUST

ELT Installed/Activated - UNK/NR

Stall Warning System - UNK/NR

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 350/005 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 18000 FT

Lowest Ceiling - 18000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PALM SPRINGS,CA

Destination

PALM SPRINGS,CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

PALM SPRINGS MUNI

Runway Ident - 30

Runway Lth/Wid - 7013/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 5014

Make/Model- 42

Instrument- 345

Multi-Eng - 1200

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 200

Rotorcraft - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT "AS I CROSSED OVER THE FIELD BOUNDARY, LANDING WAS ASSURED SO I CLOSED THE THROTTLE. THE ACFT THEN PITCHED NOSE UP (SLIGHTLY), LEFT WING DROPPED & ACFT SANK OUT OF CONTROL TO TOUCHDOWN ON THE OVERRUN JUST SHORT OF THE THRESHOLD." THE ACFT ROLLED OFF THE LT SIDE OF RWY 30 & CAME TO REST WITH THE GEAR COLLAPSED. THE PLT REPORTED THERE WAS NOTHING WRONG WITH THE ACFT.

Brief of Accident (Continued)

File No. - 3098

9/30/84

PALM SPRINGS, CA

A/C Reg. No. N12422

Time (Lc1) - 1159 PDT

---

Occurrence            HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER DESCENT RATE - 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. - 3300      10/07/84      NEWPORT BEACH, CA      A/C Reg. No. N9572Y      Time (Lc1) - 1759 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

1

Crew

Pass

0

Injuries

Serious

0

Minor

0

None

0

0

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

Make/Model - BEECH 95-A55  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4880  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-L  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

ELT Installed/Activated - 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- 220/006 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SANTA ANA, CA

Destination

UNK/NR

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

JOHN WAYNE  
Runway Ident - 19  
Runway Lth/Wid - 5700/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

ME LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8500

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE PROPELLER SEPARATED FROM THE AIRCRAFT'S LEFT ENGINE. THE AIRCRAFT CONTINUED TO CLIMB STRAIGHT AHEAD AND WAS THEN OBSERVED IN A STEEP LEFT TURN DURING WHICH IT DESCENDED AND CRASHED INTO THE ROOF OF A BUILDING APPROXIMATELY ONE QUARTER MILE SOUTHEAST OF THE AIRPORT. ONE LEFT ENGINE PROPELLER BLADE WAS FOUND ON THE RUNWAY. THE OTHER PROPELLER BLADE, ALONG WITH ASSOCIATED COMPONENTS, WAS FOUND ALONG THE RIGHT SIDE OF THE RWY. THE PROPELLER HUB WAS SEPARATED, LONGITUDINALLY, ALONG THE CENTERLINE. THE LEFT AND RIGHT PROPELLERS HAD BEEN OVERHAULED AND WERE INSTALLED ON THE AIRCRAFT AT THE RECENT ANNUAL INSPECTION. THE AIRCRAFT HAD ACCUMULATED A TOTAL OF 3.6 HOURS SINCE THE INSTALLATION.



Brief of Accident (Continued)

File No. - 3300

10/07/84

NEWPORT BEACH, CA

A/C Reg. No. N9572Y

Time (Lc1) - 1759 PDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, HUB - SEPARATION
  2. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
  3. PROCEDURE INADEQUATE - OTHER MAINTENANCE PSNL
- 

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

Finding(s)

4. EMERGENCY PROCEDURE - POOR - PILOT IN COMMAND
- 

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

Finding(s)

5. OBJECT - BUILDING(NONRESIDENTIAL)
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3220      10/08/84      SAN FRANCISCO, CA      A/C Reg. No. N864CL      Time (Lcl) - 1949 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

2

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model      - LEAR JET/HOWARD-RAISEBAC 24B  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 15000  
No. of Seats      - 9

Eng Make/Model      - GE CJ610-6  
Number Engines      - 2  
Engine Type      - TURBOJET  
Rated Power      - 2950 LBS THRUST

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

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

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - IMC  
Wind Dir/Speed- 280/011 KTS  
Visibility      - 12.0 SM  
Lowest Sky/Clouds      - 600 FT  
Lowest Ceiling      - 600 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
VAN NUYS, CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

SAN FRANCISCO INT'L  
Runway Ident      - 28L  
Runway Lth/Wid      - 10600/ 200  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 32

Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - 24A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)  
Total      - 8600  
Make/Model- 2500  
Instrument- 4500  
Multi-Eng - 2000  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT, A GATES LEAR JET 24B, MODIFIED BY A HOWARD/RAISEBACH MARK II CONVERSION, WAS CLEARED FOR TAKEOFF ON RWY 28L. TOWER PSNL ESTIMATED THAT THE ACFT ROTATED FOR TAKEOFF AT 3200' DOWN THE RWY & WAS AT APRX 200' AGL WHEN THE PLT WAS INSTRUCTED TO CONTACT DEPARTURE CONTROL. WITNESSES OBSERVED THE ACFT CLIMBING IN A WINGS LEVEL ATTITUDE WHEN IT ENTERED THE BROKEN CLD LAYER AT ABOUT 600' AGL. MOMENTS LATER, THE ACFT WAS OBSERVED DESCENDING OUT OF THE CLDS AT A STEEP ANGLE & IN A LEFT WING LOW/NOSE DOWN ATTITUDE. THE ACFT IMPACTED BETWEEN RWYS 28L & 28R, APRX 10,000' FROM THE APCH ENDS. WITNESSES REPORTED THAT THE ENGS SOUNDED LIKE THEY WERE OPERATING AT A HI PWR SETTING. AN EXAM OF THE ENGS REVEALED EVIDENCE THAT BOTH WERE AT OR ABOVE 92% PWR AT IMPACT. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FOUND. RECORDS REVEALED 2 AUTOPLT DISCREPANCIES ON 10/4/84; ONE INDCD THE ROLL MODE WAS SENSITIVE; THE OTHER INDCD THE AUTOPLT INTERMITTENTLY ROLLED THE ACFT INTO A STANDARD RATE LEFT BANK WHEN ENGAGED. RPRTDLY, THE AUTOPLT WOULD NOT HAVE BEEN USED FOR TAKEOFF.

Brief of Accident (Continued)

File No. - 3220

10/08/84

SAN FRANCISCO, CA

A/C Reg. No. N864CL

Time (Lcl) - 1949 PDT

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

Finding(s)

1. UNDETERMINED
  2. LIGHT CONDITION - DARK NIGHT
  3. WEATHER CONDITION - LOW CEILING
- 

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. - 3212 10/10/84 RIVERSIDE,CA

A/C Reg. No. N3U

Time (Lcl) - 1022 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

Injuries

Type of Operation -EXECUTIVE/CORPORATE

DESTROYED

Fatal 1 Serious 0 Minor 0 None 0

Flight Conducted Under -14 CFR 91

Fire

Crew 1

Accident Occurred During -DESCENT

ON GROUND

Pass 2

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

Make/Model - BELL 206B

Eng Make/Model - ALLISON 250-C20

ELT Installed/Activated - YES/NO

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 3200

Engine Type - TURBOSHAFT

No. of Seats - 5

Rated Power - 317 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - IMC

Wind Dir/Speed- 250/002 KTS

Visibility - .750 SM

Lowest Sky/Clouds - PART OBS

Lowest Ceiling - OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FULLERTON,CA

Destination

BIG BEAR CITY,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND

HELICOPTER

Age - 49

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - DA-20

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5445 Last 24 Hrs - 1

Make/Model- 2650 Last 30 Days- UNK/NR

Instrument- 370 Last 90 Days- 111

Multi-Eng - 795 Rotorcraft - 2650

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE ACFT DEPARTED FULLERTON, CA (ELEV 96') AT 0958 PDT ON A FLT TO BIG BEAR, CA (ELEV 6750'). THERE WAS NO RECORD OF THE FLT OBTAINING A WX BRIEFING. AT APRX 1015, A WITNESS HEARD THE HELICOPTER CIRCLING ABOVE THE BOTTOM OF "AN EARLY MORNING FOG HANGING OVER THE GROUND AT APRX 300 FT." AFTER CIRCLING ABOUT 3 TO 5 MIN, THE HELICOPTER BEGAN TO FLY SOUTH WHEN IT SUDDENLY WAS OBSERVED FLYING OUT OF THE FOG AT A STEEP ANGLE TOWARD THE GROUND. IT WAS ANGLED NOSE DOWN WITH A SLIGHT ROLL TO THE LEFT. SUBSEQUENTLY, THE HELICOPTER CRASHED IN A TAIL LOW, LEFT BANK ATTITUDE. THE ENG WAS REPORTED TO BE OPERATING AT A HI POWER SETTING UNTIL THE HELICPTER CRASHED & BURNED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THERE WAS EVIDENCE OF LOW ROTOR RPM, THAT THE CYCLIC CONTROL WAS FULL AFT & THAT THE COLLECTIVE WAS FULL DOWN AT IMPACT. APRX 4 MI EAST, THE 1019 WX WAS, IN PART: SKY PARTIALLY OBSCURED, 1000' OVERCAST, VISIBILITY 3/4 MI WITH FOG.

Brief of Accident (Continued)

File No. - 3212

10/10/84

RIVERSIDE, CA

A/C Reg. No. N3U

Time (Lc1) - 1022 PDT

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 - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - OBSCURATION
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
7. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

8. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
10. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3053      10/13/84      PORTERVILLE, CA      A/C Reg. No. N53860      Time (Lcl) - 1158 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model    - BELLANCA 73CA  
Landing Gear   - TAILWHEEL-ALL FIXED  
Max Gross Wt   - 1650  
No. of Seats   - 2

Eng Make/Model - LYCOMING O-235  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 115 HP

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

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

Weather Data

Wx Briefing        - FSS  
Method            - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 290/004 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  
COALINGA, CA  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

PORTERVILLE MUNI  
Runway Ident       - 30  
Runway Lth/Wid    - 6000/ 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      - 16  
Aircraft Type      - C-150

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

Total	- 139	Last 24 Hrs	- 1
Make/Model-	30	Last 30 Days-	10
Instrument-	12	Last 90 Days-	14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED AFTER AN INFLT LOSS OF CONTROL DURING BOTH THE LANDING FLARE & SUBSEQUENT GO AROUND ATTEMPT. THE PLT STATED THAT HE WAS APPROACHING TOUCHDOWN IN A THREE POINT ATTITUDE WHEN "A GUST OF WIND SUDDENLY PUSHED (THE ACFT) TO THE RIGHT OF THE RUNWAY." THE PLT FURTHER STATED THAT "IT CRABBED ON ME AND THEN STARTED OUT ACROSS THE FIELD." ADDING POWER TO INITIATE A GO AROUND, THE PLT SAID THAT "EVERYTHING SEEMED TO BE GOING FINE UNTIL ALL OF A SUDDEN THE RIGHT WING DROPPED RADICALLY." THE PLT WAS NOT ABLE TO REGAIN CONTROL OF THE ACFT & COLLIDED WITH A CHAIN LINK FENCE & AN ACFT FACTORY BUILDING OFF THE RIGHT SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 3053

10/13/84

PORTERVILLE, CA

A/C Reg. No. N53860

Time (Lc1) - 1158 PDT

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

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

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - FENCE
2. OBJECT - BUILDING(NONRESIDENTIAL)
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. FLARE - IMPROPER - PILOT IN COMMAND
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3099      10/27/84      LOWER LAKE, CA      A/C Reg. No. N66592      Time (Lcl) - 1815 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

-----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-UNK/NR  
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
LOWER LAKE, CA  
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

PEARCE FLD  
Runway Ident - 06  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

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

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

Age - 50  
Biennial Flight Review  
Current - YES  
Months Since - 23  
Aircraft Type - C-150

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

Total - 695	Last 24 Hrs - 6
Make/Model- 50	Last 30 Days- 30
Instrument- 46	Last 90 Days- 57

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE ORIGINALLY PLANNED TO START THE ACFT ENG IN ORDER TO CHARGE THE BATTERY. THE ENG STARTED USING THE ACFT STARTER SO THE PLT DECIDED TO FLY. HE SET THE PARKING BRAKE & WITH THE ENG RUNNING AT A "FAST IDLE", EXITED THE ACFT, INTENDING TO REMOVE THE TIE DOWN CHAINS FROM THE WINGS. THE PARKING BRAKE FAILED TO HOLD THE ACFT, IT PULLED LOOSE FROM THE TIE DOWN CHAINS ACCELERATED TO ABOUT 50 MPH & COLLIDED WITH A PARKED PIPER, N381CB, COMING TO REST AFTER IMPACTING THE AIRPORT PERIMETER FENCE.



Brief of Accident (Continued)

File No. - 3099

10/27/84

LOWER LAKE, CA

A/C Reg. No. N66592

Time (Lc1) - 1815 PDT

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Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI

Finding(s)

1. OBJECT - AIRCRAFT PARKED
  2. OBJECT - FENCE
  3.    AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - PILOT IN COMMAND
  4. JUDGEMENT - POOR - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3292      10/27/84      CAMARILLO, CA      A/C Reg. No. N721JB      Time (Lcl) - 1520 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
0

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

Make/Model      - JACK L. BIGHAM BEDE 5B  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 1000  
No. of Seats      - 1

Eng Make/Model      - HONDA EB-2  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 110 HP

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

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

Weather Data

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

Basic Weather      - VMC

Wind Dir/Speed- 250/005 KTS  
Visibility      - 25.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

CAMARILLO  
Runway Ident      - 26  
Runway Lth/Wid      - 6020/ 150  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 29

Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type      - C-177

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)  
Total      - 5300  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- 12  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PERFORMING A GO AROUND WHEN THE PROP DRIVE FAILED. A FORCED LANDING WAS MADE ON A SOFT FLD ADJACENT TO A TAXIWAY DURING WHICH THE LANDING GEAR COLLAPSED. EXAMINATION OF THE ACFT DISCLOSED THE PROP DRIVE BELT LAYING IN THE FUSELAGE.

Brief of Accident (Continued)

File No. - 3292

10/27/84

CAMARILLO, CA

A/C Reg. No. N721JB

Time (Lcl) - 1520 PDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)  
1. PROPELLER SYSTEM/ACCESSORIES - DISCONNECTED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

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

Finding(s)  
2. TERRAIN CONDITION - SOFT  
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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3323      10/31/84      RIVERSIDE, CA      A/C Reg. No. N3879V      Time (Lcl) - 1530 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	0
Accident Occurred During - LANDING					

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

Make/Model - CESSNA 195	Eng Make/Model - JACOBS R-755-A2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point RIVERSIDE, CA	Airport Data FLA-BOB
Method - N/A	Destination RUBIDOUX, CA	Runway Ident - UNK/NR
Completeness - N/A	ATC/Airspace	Runway Lth/Wid - 3200/ 60
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Wind Dir/Speed- UNK/NR	Type of Clearance - NONE	Runway Status - DRY
Visibility - 10.0 SM	Type Apch/Lndg - FULL STOP	
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 6400
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 NOSED OVER DURING A LANDING ROLL FOLLOWING A LOSS OF CONTROL.

Brief of Accident (Continued)

File No. - 3323

10/31/84

RIVERSIDE, CA

A/C Reg. No. N3879V

Time (Lc1) - 1530 PST

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3054      11/02/84      MEADOW VISTA, CA      A/C Reg. No. N97638      Time (Lcl) - 1815 PST

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

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

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

Make/Model - STINSON VOYAGER 150	Eng Make/Model - FRANKLIN 6A4-150-3B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SACRAMENTO, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	AUBURN, CA	
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
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	Current - YES	Total - 802
SE LAND	Months Since - 7	Make/Model- 342
	Aircraft Type - V-150	Instrument- 120
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TERRAIN WHILE MANEUVERING NORTHEAST OF AUBURN AIRPORT DURING A VFR PERSONAL FLT. THE PLT ADVISED SACRAMENTO TRACON THAT HE HAD AUBURN ARPT IN SIGHT. HOWEVER, TRACON OBSERVED N97638 FLY OVER & PASS AUBURN ARPT IN A NORTHERLY DIRECTION & CALLED THE ACFT. AT THIS TIME, THE PLT ADVISED TRACON THAT HE WANTED A VECTOR TO LINCOLN ARPT, 16 MI WEST OF AUBURN. SACRAMENTO TRACON ADVISED N97638 TO MAINTAIN VFR & THAT HE WAS ENTERING AN AREA OF HIGH TERRAIN. ALSO, HE WAS ADVISED THAT WHEN POSSIBLE, HE SHOULD TURN RIGHT OR LEFT TO A HEADING OF 240 DEG FOR A VECTOR TO LINCOLN ARPT. THESE INSTRUCTIONS WERE ACKNOWLEDGED BY THE PLT, BUT SHORTLY AFTER THE ACFT DISAPPEARED FROM RADAR. ACCORDING TO RESIDENTS IN THE ACCIDENT AREA, THE GROUND VISIBILITY WAS "ZERO ZERO WITH FOG AND MISTY CONDITIONS." PRIOR TO DEPARTURE ON THIS FLT THE PLT WAS ADVISED BY FSS THAT "VFR FLIGHT WAS NOT RECOMMENDED."

Brief of Accident (Continued)

File No. - 3054

11/02/84

MEADOW VISTA,CA

A/C Reg. No. N97638

Time (Lcl) - 1815 PST

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
  2. WEATHER CONDITION - FOG
  3. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
  4. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
  5. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
  6. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  7. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
- 

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

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3094      11/21/84      INDEPENDENCE, CA      A/C Reg. No. N2245F      Time (Lcl) - 1436 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model - PIPER PA-34-200T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4570  
No. of Seats - 7

Eng Make/Model - CONTINENTAL TS10-360-E1BA  
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 - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 270/003 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - 500 FT SCATTERED

Lowest Ceiling - 800 FT OVERCAST

Obstructions to Vision- UNK/NR

Precipitation - RAIN SHOWERS

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PALM SPRINGS, CA

Destination

SAN JOSE, CA

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 - VFR

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

ME LAND

Age - 46

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - PA34200

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 105

Make/Model- 90

Instrument- 2

Multi-Eng - 90

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PLT RECEIVED TWO WX BRIEFINGS BEFORE THE FLT DURING WHICH HE WAS INFORMED THAT VFR FLT WAS NOT RECOMMENDED. FLT DEPARTED AT 1308 PST AND A SEARCH WAS INITIATED WHEN ACFT FAILED TO ARRIVE AT IT'S DESTINATION. NTPA PRINT OUT INDICATED SEVERAL ALT CHANGES DURING THE FLT. WRECKAGE WAS LOCATED ON THE WEST FACE OF A MOUNTAIN RIDGE AT 11,800 FT MSL. DUE TO ELEVATION, TERRAIN AND SNOW, THE ACCIDENT SITE WAS INACCESSIBLE FOR INVESTIGATION. THE 1450 PST WX OBSERVATION AT BISHOP, CA, 32 MILES N OF THE SITE WAS 500 FT SCATTERED, E800 FT OVERCAST, WITH 3 MILES VISIBILITY IN LIGHT RAIN SHOWERS.



Brief of Accident (Continued)

File No. - 3094

11/21/84

INDEPENDENCE, CA

A/C Reg. No. N2245F

Time (Lc1) - 1436 PST

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

Finding(s)

1. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - RAIN
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3264      11/23/84      LAKE ISABELLA, CA      A/C Reg. No. N9589V      Time (Lcl) - 1240 PST

-----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 2	0	0	0		
Accident Occurred During -DESCENT							

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

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KERNVILLE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PORTERVILLE, CA	KERN VALLEY
Wind Dir/Speed- CALMABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 276
SE LAND	Months Since - 14	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 219
		Instrument- 6
		Last 30 Days- 10
		Last 90 Days- 31
		Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

ACFT DEPARTED ARPT IN MOUNTAIN VALLEY (ELEV 2,614) GENERALLY DIRECT TOWARD A SADDLE PASS (ELEV 6,500) ABOUT 1 MI NW & ON THE LEE SIDE OF THE VALLEY. TOPS OF THE MOUNTAINS AROUND THE VALLEY AVERAGE ABOUT 7,000 FT MSL. FLT ENCOUNTERED UPDRAFTS DURING CLIMB UNTIL REACHING 6,800 FT MSL NEAR THE PASS WHEN IT EXPERIENCED A STRONG DOWNDRAFT/WINDSHEAR. PLT STATED THAT ACFT WOULD NOT RESPOND TO EVEN FULL POWER APPLICATION & DESCENT COULD NOT BE ARRESTED PRIOR TO COLLIDING WITH TREES. NO WX BRIEFING WAS OBTAINED PRIOR TO FLT. STRONG WINDS ALOFT AT 6 & 9 THOUSAND FT WERE FORECAST, ALONG WITH DOWNDRAFTS, WINDSHEARS & MODERATE TURBULENCE IN MOUNTAIN AREAS.

Brief of Accident (Continued)

File No. - 3264

11/23/84

LAKE ISABELLA, CA

A/C Reg. No. N9589V

Time (Lcl) - 1240 PST

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
  2. WEATHER CONDITION - WINDSHEAR
  3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  4. JUDGEMENT - DISREGARDED - PILOT IN COMMAND
- 

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

Finding(s)

5. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
  6. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  7. OBJECT - TREE(S)
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3127      11/29/84      TRACY, CA      A/C Reg. No. N4853A      Time (Lcl) - 1330 PST

-----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	ON GROUND	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	1	0
				0	0	0

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

Make/Model - DONALD W DEVINE EXECUTIVE	Eng Make/Model - ROTORWAY ROTORWAY EXEC	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1320	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	OFF AIRPORT/STRIP
Method - N/A	TRACY, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 135/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 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 - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 9
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 9
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 4
		Multi-Eng - UNK/NR
		Rotorcraft - 9

Instrument Rating(s) - NONE

-----Narrative-----

THE HOMEBUILT HELICOPTER CRASHED WHILE ON AN UNAUTHORIZED SOLO FLIGHT. THE PLT STATED THAT AFTER HE COMPLETED BUILDING THE HELICOPTER HE ACQUIRED PROFICIENCY BY OPERATING THE ENG & HOVERING ABOUT IN HIS 3 ACRE BACKYARD. HE SAID HE HAD FLOWN FOR ABOUT 45 MINS & GAINED MORE ALTITUDE THAN INTENDED. WHEN HE TOUCHED DOWN THE SOFT GROUND RETARDED THE FORWARD MOVEMENT, THE MAIN ROTOR HIT THE GROUND, THE HELICOPTER ROLLED OVER & CAUGHT FIRE.

Brief of Accident (Continued)

File No. - 3127

11/29/84

TRACY, CA

A/C Reg. No. N4853A

Time (Lcl) - 1330 PST

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

Finding(s)

1. RUN ON LANDING - INADEQUATE - PILOT IN COMMAND
  2.      IMPROPER DECISION, INADEQUATE TRAINING - PILOT IN COMMAND
  3. COLLECTIVE - IMPROPER - PILOT IN COMMAND
- 

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

-----

Occurrence #3      FIRE  
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. - 3248      12/02/84      LLANO, CA      A/C Reg. No. N26773      Time (Lcl) - 1200 PST

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

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

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

Make/Model - GULFSTREAM AA-5A	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	LLANO, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	TORRANCE, CA	CRYSTAL
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5200/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
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 - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 925
SE LAND	Months Since - 22	Last 24 Hrs - UNK/NR
	Aircraft Type - B-33	Make/Model- 2
		Instrument- 111
		Last 30 Days- 2
		Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF THE DEPARTING ACFT REPORTED THAT HE BROADCAST HIS INTENTIONS OF TAKEOFF & HE MADE A 360 DEG CLEARING TURN TO CHECK FOR INBND ACFT BEFORE BEGINNING HIS TAKEOFF ROLL ON RWY 07. PRIOR TO BECOMING AIRBORNE THE PLT OBSERVED AN ACFT ON SHORT FINAL APCH TO RWY 25. TO AVOID A MIDAIR/GROUND COLLISION, THE PLT OF THE DEPARTING ACFT INTENTIONALLY VEERED LEFT & ATTEMPTED TO CONTINUE TAKING OFF. A GROUND WITNESS REPORTED THAT THE DEPARTING ACFT APPEARED TO HAVE BEEN "OVER-ROTATED" DURING ITS GROUND RUN. THE DEPARTING ACFT FAILED TO PARALLEL THE RWY & AS IT VEERED OFF THE RWY'S SHOULDER, IT COLLIDED WITH 3 AUTOS & A BUILDING. THE INBOUND ACFT LANDED SAFELY ON RWY 25.

Brief of Accident (Continued)

File No. - 3248

12/02/84

LLANO, CA

A/C Reg. No. N26773

Time (Lc1) - 1200 PST

Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. ELEVATOR - EXCESSIVE - PILOT IN COMMAND
2. RUDDER - INADEQUATE - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - VEHICLE
5. OBJECT - BUILDING(NONRESIDENTIAL)

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3100      12/03/84      RIALTO, CA      A/C Reg. No. N60102      Time (Lcl) - 0731 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

0

Crew

Pass

0

Injuries

Serious

1

Minor

0

None

0

0

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

Make/Model        - BEECH C24R  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2750  
No. of Seats       - 2

Eng Make/Model    - LYCOMING IO-360-A1B6  
Number Engines    - 1  
Engine Type        - RECIP-FUEL INJECTED  
Rated Power        - 200 HP

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

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

Weather Data

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

Wind Dir/Speed- CALM

Visibility        - 1.500 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling    - BROKEN

Obstructions to Vision- FOG

Precipitation     - DRIZZLE

Condition of Light - DAWN

Itinerary

Last Departure Point

TUSCON, AZ

Destination

SAN JOSE, CA

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   - VFR

Type Apch/Lndg     - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 46

Biennial Flight Review

Current            - UNK/NR

Months Since      - UNK/NR

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total            - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 0730 PST, WITNESSES NEAR THE LYTLE CREEK RANGER STATION, LOCATED NORTHWEST OF RIALTO, CA, HEARD AN ACFT CIRCLING LOW IN THE AREA, THEN HEARD THE SOUND OF IMPACT NEARBY. THE WX AT THE TIME WAS DESCRIBED AS OVERCAST WITH ZERO VISIBILITY IN FOG & LIGHT DRIZZLE. INVESTIGATION REVEALED THAT WHEN THE NON-INSTRUMENT RATED PILOT TELEPHONED THE TUCSON, AZ, FSS FOR A WX BRIEFING, HE WAS ADVISED THAT VISUAL FLIGHT RULES FLT TO SAN JOSE, CA, WAS NOT RECOMMENDED.



Brief of Accident (Continued)

File No. - 3100

12/03/84

RIALTO, CA

A/C Reg. No. N60102

Time (Lc1) - 0731 PST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

7. 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) 4,5,6,7

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. - 3260      12/06/84      CHINO, CA      A/C Reg. No. N426C      Time (Lcl) - 1253 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

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      1  
0      0

None  
0  
0

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

Make/Model      - STINSON 108-2  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2230  
No. of Seats      - 2

Eng Make/Model      - FRANKLIN 604-165-B3  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 165 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 100/012 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  
ONTARIO, CA  
Destination  
CHINO, CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

CHINO  
Runway Ident      - 26  
Runway Lth/Wid:      - 3856/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI  
SE LAND,ME LAND  
HELICOPTER

Age - 48

Biennial Flight Review

Current      - YES  
Months Since      - 2  
Aircraft Type      - 108-2

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 4475      Last 24 Hrs - 2  
Make/Model- 96      Last 30 Days- UNK/NR  
Instrument- 121      Last 90 Days- 100  
Multi-Eng - 406      Rotorcraft - 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN THE PLT RECEIVED LDG INSTRUCTIONS THE WIND WAS REPORTED AS BEING CALM. DURING LDG FLARE ON RWY 26, AT 2 FT AGL, A GUST WAS ENCOUNTERED. THE GUST WAS FROM THE ACFT'S 7 O'CLOCK POSITION & THE PLT WAS UNABLE TO MAINTAIN CONTROL OF THE ACFT. HE STATED THAT HE WAS "JUST ALONG FOR THE RIDE." THE ACFT TOUCHED DOWN & SLID OFF THE RWY. IT THEN WENT INTO A DITCH, COLLIDED WITH A BERM AND NOSED OVER. THE WIND WAS MEASURED AT 100 DEG, 12 KTS. THE PLT HAS 4475 TOTAL FLT HRS & 96 IN THIS MODEL ACFT.

Brief of Accident (Continued)

File No. - 3260

12/06/84

CHINO, CA

A/C Reg. No. N426C

Time (Lcl) - 1253 PST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. WEATHER CONDITION - GUSTS
  3. WEATHER CONDITION - WINDSHEAR
  4. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND
- 

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

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
  6. COMPENSATION FOR WIND CONDITIONS - 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) 3

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. - 3258      12/09/84      VAN NUYS, CA      A/C Reg. No. N6023S      Time (Lcl) - 1307 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

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

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

Make/Model - BEECH B-60  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6775  
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-541-E1C4  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 380 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 140/010 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 8000 FT SCATTERED  
Lowest Ceiling - 20000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CARLSBAD, CA  
Destination  
VAN NUYS, CA

Airport Proximity  
ON AIRPORT

Airport Data

VAN NUYS  
Runway Ident - 16R  
Runway Lth/Wid - 8001/ 150  
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)

COMMERCIAL  
SE LAND, ME LAND, SE SEA

Age - 56

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - B-60

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	4000	Last 24 Hrs -	1
Make/Model	-	1200	Last 30 Days-	12
Instrument-	800		Last 90 Days-	42
Multi-Eng -	2500			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL OUT THE PLT OBSERVED THE ACFT'S NOSE GEAR BEGIN TO COLLAPSE. ALTHOUGH ON APPROACH THE PLT HAD PLACED THE LDG GEAR SELECTOR IN THE DOWN POSITION & HAD OBSERVED THE ILLUMINATION OF THE GREEN GEAR DOWN LIGHTS, THE PLT RESPONDED TO THE SITUATION OF A COLLAPSING NOSE GEAR BY RECYCLING THE GEAR SELECTOR. THIS ACTION ENERGIZED THE GEAR MOTOR AND THE MAINS RETRACTED. THE ACFT VEERED OFF THE RWY AND OVERRAN A SIGN AND TWO RUNWAY LIGHTS WHICH COLLISION SUBSTANTIALLY DAMAGED THE ACFT. SUBSEQUENT EXAMINATION REVEALED THAT THE NOSE GEAR RETRACTION LINK LOCK WASHER TAB HAD BROKEN. THE ASSOCIATED ADJUSTING NUT HAD BACKED OFF REDUCING TENSION TO THE NOSE GEAR DOWN SPRING THUS ALLOWING THE NOSE GEAR TO COLLAPSE. ALSO, THE MAIN GEAR SAFETY SWITCH WAS OUT OF ADJUSTMENT SUCH THAT THE GEAR COULD BE COMMANDED TO RETRACT WITH MORE WEIGHT ON THE WHEELS THAN NORMAL.

Brief of Accident (Continued)

File No. - 3258

12/09/84

VAN NUYS,CA

A/C Reg. No. N6023S

Time (Lc1) - 1307 PST

-----  
Occurrence #1            NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - BUCKLED
  2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
  3. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, PARTIAL
- 

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

4. LANDING GEAR, GEAR LOCKING MECHANISM - IMPROPER
  5. LANDING GEAR, GEAR SWITCH - DEPLOYED INADVERTENTLY
  6. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
  7. OBJECT - RUNWAY LIGHT
- 

-----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) 6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3253      12/11/84      CORONA, CA      A/C Reg. No. N5303U      Time (Lcl) - 1345 PST

-----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 -MANEUVERING					

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

Make/Model - BARRY ZIELINSKI SNS 8 HIPERLT	Eng Make/Model - ROTAX 277	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 28 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	LAKE ELSNINORE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CORONA, CA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 35.0 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 - 4000 FT BROKEN	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
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)
ATP,CFI	Current - YES	Total - 3573
SE LAND,ME LAND	Months Since - 15	Make/Model- 30
GLIDER	Aircraft Type - C-152	Instrument- 157
		Multi-Eng - 328
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N5303U, OWNED & OPERATED BY THE AMATEUR ACFT BUILDER SUSTAINED AN INFLT STRUCTUAL FAILURE OF THE LT BOTTOM WING & CRASHED 6 MI EAST OF CORONA, CA. THE ULTRALIGHT TYPE ACFT WAS DESTROYED AND THE PLT FATALLY INJURED. INVESTIGATION REVEALED THAT WING SPAR FAILURE OCCURRED IN NEGATIVE OVERLOAD WHEN DESIGN STRESS LIMITS WERE EXCEEDED. THE PLT DEPLOYED A SAFETY PARACHUTE BUT THE ALUMINUM FITTING ATTACHING THE CHUTE TO THE ACFT FAILED DUE TO OVERLOADS. THE STRENGTH OF THIS FITTING WAS FOUND INADEQUATE FOR THE FORCES EXPECTED.

Brief of Accident (Continued)

File No. - 3253

12/11/84

CORONA, CA

A/C Reg. No. N5303U

Time (Lcl) - 1345 PST

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

Finding(s)

1. WING, SPAR - FAILURE, TOTAL
2. WING, SPAR - OVERLOAD
3. AEROBATICS - INTENTIONAL - PILOT IN COMMAND
4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
6. SAFETY SYSTEM(OTHER) - FAILURE, TOTAL
7. SAFETY SYSTEM(OTHER) - OVERLOAD
8. EMERGENCY EQUIPMENT - INADEQUATE - PILOT IN COMMAND

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

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3257      12/12/84      TULARE,CA      A/C Reg. No. N3WB      Time (Lcl) - 1600 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

ON GROUND

Crew 1  
Pass 0

Fatal 1  
0

Injuries

Serious 0  
Minor 0

None 0  
0

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

Make/Model - HART-THORP T-18 TIGER  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1519  
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A1D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - 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 - 2.000 SM  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling - 1000 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
TULARE,CA  
Destination  
REDDING,CA

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)

PRIVATE  
SE LAND

Age - 55

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3263  
Make/Model- 600  
Instrument- 8  
Last 24 Hrs - 2  
Last 30 Days- 5  
Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

ACFT DEPARTED ARPT & ABOUT 5 MINS LATER WAS SEEN "DESCENDING VERTICALLY" OUT OF "DARK RAIN CLOUD" AT ABOUT 1,000 FT AGL. DURING ATTEMPTED RECOVERY AT ABOUT 300 FT AGL, ACFT BROKE UP & CRASHED IN A FIELD. PLT DID NOT OBTAIN WX BRIEFING PRIOR TO FLT AND DID NOT HOLD AN INSTRUMENT RATING. WX AT TIME OF DEPARTURE WAS 1,000 FT OVERCAST, VISIBILITY 2 IN FOG AND RAIN, WINDS CALM. WITNESSES REPORTED BASES OF CLOUDS WERE MOVING SE "RAPIDLY" AT THE TIME OF THE ACCIDENT. WINDS ALOFT AT 3,000 FT WERE REPORTED AT 22 KTS. CUMULUS CLOUDS WERE REPORTED IN VICINITY OF ACCIDENT SITE ALONG WITH MODERATE OR GREATER TURBULENCE. EXAMINATION OF ACFT REVEALED NO PRE-EXISTING PROBLEMS.



Brief of Accident (Continued)

File No. - 3257

12/12/84

TULARE, CA

A/C Reg. No. N3WB

Time (Lcl) - 1600 PST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - TURBULENCE IN CLOUDS
3. WEATHER CONDITION - WINDSHEAR
4. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
7. JUDGEMENT - IMPROPER - PILOT IN COMMAND

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

Finding(s)

8. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
9. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
11. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

12. FLIGHT CONTROL, STABILATOR - FAILURE, TOTAL
13. FLIGHT CONTROL, STABILATOR - OVERLOAD
14. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4, 9, 11, 14

Factor(s) relating to this accident is/are finding(s) 1, 2, 3, 6, 7, 8, 10, 12, 13

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3249      12/13/84      DESERT CENTER,CA      A/C Reg. No. N731OK      Time (Lcl) - 1805 PST

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

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

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

Make/Model - CESSNA R172K	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 195 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PHOENIX,AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - UNK/NR	LONG BEACH,CA	Runway Ident - N/A
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- BLOWING DUST		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 633
SE LAND	Months Since - 8	Make/Model- 477
GLIDER	Aircraft Type - UNK/NR	Instrument- 159
		Multi-Eng - 1
		Last 24 Hrs - UNK/NR
		Last 30 Days- 7
		Last 90 Days- 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT DEPARTED ON AN IFR FLIGHT AFTER RECEIVING A WEATHER BRIEFING WHICH INCLUDED FLIGHT PRECAUTIONS FOR LIGHT TO MODERATE ICING IN CLOUDS AND IN PRECIPITATION FROM 7,000 FT TO 20,000 FT. THE PILOT REPORTED PICKING UP ICE AND THAT HE WAS UNABLE TO CLIMB OR TO MAINTAIN ALTITUDE.

Brief of Accident (Continued)

File No. - 3249

12/13/84

DESERT CENTER, CA

A/C Reg. No. N7310K

Time (Lcl) - 1805 PST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
- 

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

Finding(s)

2. AIRCRAFT PERFORMANCE - EXCEEDED
- 

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

Finding(s)

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  6. LIGHT CONDITION - DARK NIGHT
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3128      12/16/84      OCEANO,CA      A/C Reg. No. N137TW      Time (Lcl) - 1430 PST

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

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

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

Make/Model - BEECH V35B	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2805	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OCEANO,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SANTA BARBARA,CA	Runway Ident - N/A
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 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 - FORCED LANDING	
Obstructions to Vision- NONE		
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)
ATP,CFI	Current - YES	Total - 25141
SE LAND,ME LAND	Months Since - 0	Make/Model- 110
GLIDER	Aircraft Type - 727	Instrument- 7000
		Multi-Eng - 23100
		Last 24 Hrs - 3
		Last 30 Days- 20
		Last 90 Days- 20
		Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE A FORCED LANDING AFTER A TOTAL LOSS OF POWER DURING THE TAKEOFF CLIMB & THE ACFT SUSTAINED SUBSTANTIAL DAMAGE. IN A SUBSEQUENT CONVERSATION THE PLT STATED THAT THE FUEL SELECTOR WAS EITHER POSITIONED ON THE LEFT TIP TANK, OR IT WAS POSITIONED IN BETWEEN THE LEFT TIP & LEFT MAIN SELECTION POSITIONS.

Brief of Accident (Continued)

File No. - 3128

12/16/84

OCEANO, CA

A/C Reg. No. N137TW

Time (Lcl) - 1430 PST

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - DITCH
4. OBJECT - FENCE

----Probable Cause----

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

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. - 3095      12/19/84      GARBERVILLE, CA      A/C Reg. No. N8780Y      Time (Lcl) - 1615 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	1
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-30	Eng Make/Model - LYCOMING IO-320-C1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3725	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point EUREKA, CA	
Method - N/A	Destination GARBERVILLE, CA	Airport Data GARBERVILLE
Completeness - N/A		Runway Ident - 36
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 3050/ 75
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 30.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - FULL STOP	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1210
SE LAND, ME LAND	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - C-182	Make/Model- 261
		Last 30 Days- 8
		Instrument- 144
		Last 90 Days- 22
		Multi-Eng - 261
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT ON HIS FIRST ATTEMPT TO LAND HE WAS "TOO HIGH" SO HE MADE A GO-AROUND. ON THE SECOND APCH TO THE 3050 FT RWY, HE WAS FLYING AT 110 MPH. HE LANDED LONG, APPLIED BRAKES & SKIDDED OFF THE DEPT END OF THE RWY. THE LT TIRE BLEW-OUT, DIRECTIONAL WAS LOST, THE GEAR COLLAPSED & THE LT WING WAS BENT AS THE ACFT DECELERATED TO A STOP.

Brief of Accident (Continued)

File No. - 3095

12/19/84

GARBERVILLE, CA

A/C Reg. No. N8780Y

Time (Lc1) - 1615 PST

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

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

Finding(s)

4. LANDING GEAR - OVERLOAD

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3159      12/20/84      CORONA, CA      A/C Reg. No. N74463      Time (Lcl) - 1130 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  
DESTROYED

Fire  
NONE

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

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

Make/Model      - GRUMMAN AA-5B  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2400  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A4K  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 20.0      SM  
Lowest Sky/Clouds      - 2500 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CORONA, CA

Destination  
FULLERTON, CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

CORONA MUNICIPAL  
Runway Ident      - 25  
Runway Lth/Wid      - 3200/      60  
Runway Surface      - GRASS/TURF  
Runway Status      - HIGH VEGETATION

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

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

Age - 46  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type      - AA5B

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total	- 419	Last 24 Hrs	- UNK/NR
Make/Model-	166	Last 30 Days-	4
Instrument-	46	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

DURING MAINT OF THE ENG, & JUST BEFORE THE ANNUAL INSPECTION WAS SIGNED OFF, SOMEONE PARTIALLY LOOSENEED & THEN ATTEMPTED TO TIGHTEN THE BOLT SECURING THE CRANKSHAFT GEAR TO THE CRANKSHAFT. THE OLD LOCKPLATE WAS NOT REPLACED & WAS NOT PROPERLY SECURED ABOUT THE BOLT. AS A RESULT OF A LOOSE BOLT THE DOWEL PIN, ALIGNING THE GEAR WITH THE CRANKSHAFT, THE GEAR SHIFTED POSITION & THE ENGINE STOPPED. THE PLT FAILED TO LOWER THE WING FLAPS, & STRUCK A DIRT DITCH SHORT OF HIS INTENDED EMERG LANDING SITE.



Brief of Accident (Continued)

File No. - 3159

12/20/84

CORONA, CA

A/C Reg. No. N74463

Time (Lc1) - 1130 PST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, OTHER - FAILURE, TOTAL
2. ENGINE ASSEMBLY, OTHER - FATIGUE
3. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2      FORCED LANDING

Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3216      12/21/84      CHATSWORTH, CA

A/C Reg. No. N182JR

Time (Lcl) - 1630 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
DESTROYED

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
ON GROUND

Crew  
Pass

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

Make/Model - BELL 47G  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2950  
No. of Seats - 2

Eng Make/Model - FRANKLIN 6VS-335A-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 225 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- 340

Visibility - 15.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - UNK/NR

Condition of Light - DUSK

Itinerary

Last Departure Point  
VAN NUYS, CA

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

VAN NUYS  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE, COMMERCIAL, CFI

SE SEA

HELICOPTER

Age - 32

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1000

Make/Model- 60

Instrument- 5

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 35

Rotorcraft - 800

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING OFF AIRPORT TOUCH & GO'S. ON THE SECOND LNDG THE LEFT SKID CONTACTED A HIDDEN DIRT EMBANKMENT AND THE ACFT ROLLED OVER. A POST IMPACT FIRE CONSUMED THE AIRCRAFT. BOTH CERTIFICATED COMMERCIAL PLTS ABOARD THE HELICOPTER ESCAPED UNHARMED. THE LANDING AREA CONTAINED HIGH VEGETATION.

Brief of Accident (Continued)

File No. - 3216

12/21/84

CHATSWORTH, CA

A/C Reg. No. N182JR

Time (Lc1) - 1630 PST

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

Finding(s)

1. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
  2. TERRAIN CONDITION - HIGH VEGETATION
  3. WEATHER CONDITION - DIRT BANK
  4. LIGHT CONDITION - DUSK
  5.    UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3263      12/22/84      SAN MARTIN,CA      A/C Reg. No. N67216      Time (Lcl) - 2233 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	1	0
Accident Occurred During -LANDING					

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

Make/Model - BEECH 77	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 - 1675	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAN JOSE,CA	
Method - N/A	Destination SAN JOSE,CA	Airport Data
Completeness - N/A		S.COUNTY OF SANTA MARIA
Basic Weather - VMC	ATC/Airspace	Runway Ident - 12
Wind Dir/Speed- 120/003 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Visibility - 30.0 SM	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - NONE	FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 448
SE LAND,ME LAND	Months Since - 9	Last 24 Hrs - 0
GLIDER	Aircraft Type - C-T210	Make/Model- 11
		Last 30 Days- 19
		Instrument- 8
		Last 90 Days- 24
		Multi-Eng - 141

Instrument Rating(s) - NONE

-----Narrative-----

ON A NIGHT PLEASURE FLT THE AFCT'S ALTERNATOR WENT OFF LINE. THE PLT ELECTED TO MAKE AN IMMEDIATE LANDING AT THE ARPT HE WAS OVERFLYING RATHER THAN FLYING TO A FLD WHICH HAD OPERATING RWY LIGHTS. THE FLD HE WAS OVER HAD A PLT-CONTROLLED LIGHTING SYSTEM, BUT THE PLT SAID HE WAS UNABLE TO ACTIVATE THE LIGHTS. THE PLT MISTOOK A TAXIWAY WHICH WAS UNDER CONSTRUCTION FOR THE RWY & AFTER TOUCHDOWN COLLIDED WITH A DIRT MOUND & NOSED OVER.

Brief of Accident (Continued)

File No. - 3263

12/22/84

SAN MARTIN, CA

A/C Reg. No. N67216

Time (Lc1) - 2233 PST

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

Finding(s)

1. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED

Occurrence #2 MISCELLANEOUS/OTHER  
Phase of Operation APPROACH

Finding(s)

2. LIGHT CONDITION - DARK NIGHT
3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
4. PRECAUTIONARY LANDING - INTENTIONAL - PILOT IN COMMAND

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

Finding(s)

5. PROPER ALIGNMENT - MISJUDGED - PILOT IN COMMAND
6. 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) 5,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3255

12/26/84

LIVERMORE, CA

A/C Reg. No. N5184D

Time (Lc1) - 1106 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire Crew  
NONE Pass

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

Make/Model - CESSNA 172N  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

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

Wind Dir/Speed- 080/010 KTS

Visibility - 2.500 SM

Lowest Sky/Clouds - 600 FT SCATTERED

Lowest Ceiling - 3000 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LIVERMORE, CA

Destination  
TRAVIS AFB, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - SPECIAL VFR

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)

PRIVATE

SE LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 107

Make/Model- 105

Instrument- 2

Last 24 Hrs - 1

Last 30 Days- 6

Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT DEPARTED THE ARPT ON A SPECIAL VFR CLEARANCE. WX AT THE TIME WAS 1,000 OVERCAST, 2.5 MILES IN LIGHT RAIN AND FOG. ACFT TURNED EASTBOUND FOLLOWING A HIGHWAY TOWARD A PASS IN THE HILLS TO THE EAST AND COLLIDED WITH THE RISING TERRAIN ABOUT MID-WAY THROUGH THE PASS. WITNESSES DRIVING ON THE HIGHWAY REPORTED THE PASS WAS OBSCURED IN "CLOUDS, FOG AND RAIN" AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3255

12/26/84

LIVERMORE, CA

A/C Reg. No. N5184D

Time (Lc1) - 1106 PST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - RAIN
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
7. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
8. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3250      12/27/84      UPLAND, CA      A/C Reg. No. N735MJ      Time (Lcl) - 1915 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
Crew	1	0	0	0
Pass	3	0	0	0

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

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

Eng Make/Model - CONTINENTAL O-470-U(2)  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 230 HP

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

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

Weather Data

Wx Briefing    - NO RECORD OF BRIEFING  
Method        - N/A  
Completeness   - N/A  
Basic Weather   - UNK/NR  
Wind Dir/Speed - 080/011 KTS  
Visibility     - 3.000 SM  
Lowest Sky/Clouds - 400 FT SCATTERED  
Lowest Ceiling   - 2400 FT BROKEN  
Obstructions to Vision - FOG  
Precipitation   - RAIN  
Condition of Light   - NIGHT(DARK)

Itinerary

Last Departure Point  
PALO ALTO, CA  
Destination  
SANTA ANA, CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 63  
Biennial Flight Review  
Current        - YES  
Months Since   - 3  
Aircraft Type - C-182Q

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total        - 1037  
Make/Model-   612  
Instrument-    62  
Multi-Eng -    68  
Last 24 Hrs - UNK/NR  
Last 30 Days - UNK/NR  
Last 90 Days - 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUMENT RATED PLT & 3 PAX DEPARTED PALO ALTO FOR AN INTENDED 3-HOUR LONG DAY VFR FLT TO SANTA ANA, CA. THE FINAL DESTINATION WAS TO BE MX. THE PLT HAD NOT FLOWN AT NIGHT OR ON INSTRUMENTS IN OVER 6 YRS. HE ELECTED TO DELAY DEPARTING PAO UNTIL 1611 PST DUE TO FORECAST MARGINAL WEATHER. THE PLT DID NOT COMMUNICATE WITH ATC OR FSS WHILE EN ROUTE & UPON ARRIVAL IN SOUTHERN CA, AT NIGHT, MARGINAL VFR WX WAS ENCOUNTERED. A LOCALIZED AREA OF MODERATE TO HEAVY RAIN EXISTED OVER UPLAND, APRX 28 MILES NORTH OF SNA. THE ACFT WAS OBSERVED TO CIRCLE CABLE ARPT. WHEN SOUTH OF THE ARPT AND FLYING ON A NORTHERLY HEADING AT CRUISE SPEED, IT DESCENDED AND CRASHED INTO AN UNPOPULATED AND DARK AREA OF LEVEL TERRAIN.



Brief of Accident (Continued)

File No. - 3250

12/27/84

UPLAND, CA

A/C Reg. No. N735MJ

Time (Lc1) - 1915 PST

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Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation       MANEUVERING

Finding(s)

1. WEATHER CONDITION - RAIN
  2. LIGHT CONDITION - DARK NIGHT
  3. IN FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
  4. IN FLIGHT WEATHER AVOIDANCE ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
  5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  6.        IMPROPER USE OF PROCEDURE, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
- 

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

Finding(s)

7. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
  8. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  9.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
- 

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3221      12/28/84      SAN DIEGO, CA

A/C Reg. No. N474MP

Time (Lc1) - 1410 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation - INDOCTRINATI

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

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

Make/Model - BELL 47G3B

Landing Gear - FLOAT

Max Gross Wt - 2950

No. of Seats - 3

Eng Make/Model - LYCOMING TVO-435-B1A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 270 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- 300/013 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 1500 FT SCATTERED

Lowest Ceiling - 2300 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SANTEE, CA

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 42

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total - 21000

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER LANDED ON THE MORRED TUNA BOAT. AFTER TOUCHDOWN THE HELICOPTER APPEARED TO BE REPOSITIONING ITSELF WHEN THE MAIN ROTOR BLADES CONTACTED THE BOOM PORTION OF A CRANE WHICH WAS BEING UTILIZED TO LOAD BAGS OF SALT ABOARD THE BOAT.

Brief of Accident (Continued)

File No. - 3221

12/28/84

SAN DIEGO, CA

A/C Reg. No. N474MP

Time (Lc1) - 1410 PST

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Occurrence                      PROPELLER/ROTOR CONTACT  
Phase of Operation            LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - OBJECT
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3160      12/28/84      BIG BEAR CITY, CA      A/C Reg. No. N5948J      Time (Lc1) - 1440 PST

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

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage					
		DESTROYED					
Type of Operation	-PERSONAL	Fire		Fatal		Injuries	
Flight Conducted Under	-14 CFR 91	NONE	Crew	1	0	Serious	Minor
Accident Occurred During	-DESCENT		Pass	4	0		0
							None

-----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	BIG BEAR CITY, CA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- IMC	LONG BEACH, CA		BIG BEAR CITY	
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Ident	- 25
Visibility	- 3.000 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 5800/ 75
Lowest Sky/Clouds	-	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 500 FT BROKEN	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- UNK/NR				
Precipitation	- SNOW				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 133	Last 24 Hrs - 1
SE LAND	Months Since - 4	Make/Model - 111	Last 30 Days - UNK/NR
	Aircraft Type - 182P	Instrument - 6	Last 90 Days - 19
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN A MOUNTAINOUS AREA WHILE ON A VFR PERSONAL FLT TO LONG BEACH, CA. THE NON-INSTRUMENT RATED PRIVATE PLT & 4 MINOR CHILDREN ABOARD THE ACFT WERE KILLED. BY LOW CLOUDS & THERE WERE EXTENSIVE SNOW SHOWERS IN THE AREA THE PLT'S LOG BOOK INDICATED THAT HE HAD RECEIVED 5.0 SIMULATED INSTRUMENT FLT HRS & 0.5 ACTUAL INSTRUMENT FLT HRS OF DUAL INSTRUCTION. THE ACFT STRUCK THE GROUND IN A NEAR VERTICAL DESCENT ALTITUDE. THE FLT CONTROL REMAINED ATTACHED TO THEIR RESPECTIVE ATTACH FITTINGS; CONTINUITY OF THE FLT CONTROL CABLES TO THE CABIN/COCKPIT AREA WAS ESTABLISHED.

Brief of Accident (Continued)

File No. - 3160

12/28/84

BIG BEAR CITY,CA

A/C Reg. No. N5948J

Time (Lcl) - 1440 PST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - OBSCURATION
4. WEATHER CONDITION - SNOW

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

Finding(s)

5. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3145	7/15/84	CARBONDALE, CO	A/C Reg. No. N5449V	Time (Lcl) - 0943 MDT
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-----Basic Information-----

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

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

Make/Model - NORTH AMERICAN P-51D	Eng Make/Model - PACKARD V-1650-7	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 10500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 1490 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ASPEN, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	UNKNOWN
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 8251      Last 24 Hrs - 2
SE LAND, ME LAND, SE SEA	Months Since - 3	Make/Model- 197      Last 30 Days- UNK/NR
	Aircraft Type - B-25	Instrument- 603      Last 90 Days- 157
		Multi-Eng - 5641

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Instrument Rating(s) - AIRPLANE

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-----Narrative-----

THE PLT WAS PERFORMING AEROBATIC MANEUVERS IN A P-51D THAT HAD BEEN MODIFIED FOR RACING & EXHIBITION. WITNESSES NEAR THE ACCIDENT SITE STATED THAT THE ACFT HAD JUST COMPLETED SEVERAL AEROBATIC MANEUVERS BEFORE IT BEGAN A VERTICAL CLIMB. THE CLIMB WAS TERMINATED AT ABOUT 3000 FT, THEN THE ACFT WENT INTO A NOSE DOWN SPIN. THE ACFT CONTINUED TO SPIN UNTIL GROUND IMPACT. THE PLT HANDBOOK STATES THAT POWER OFF SPINS ARE PERMITTED WHEN STARTED ABOVE 12,000 FT, BUT POWER ON SPINS & SNAP ROLLS ARE PROHIBITED. STALLS ARE COMPARATIVELY MILD & THE ACFT HAS VERY LITTLE TENDENCY TO DROP INTO A SPIN. DURING RECOVERY FROM POWER OFF SPINS, THE ACFT NORMALLY STOPS SPINNING IN 1 TO 1-1/4 TURNS AFTER RECOVERY CONTROLS ARE APPLIED. POWER ON SPINS REQUIRE AS MANY AS 5 TO 6 TURNS & 9000 TO 10,000 FT TO RECOVER.

Brief of Accident (Continued)

File No. - 3145

7/15/84

CARBONDALE, CO

A/C Reg. No. N5449V

Time (Lcl) - 0943 MDT

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL/SPIN - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3207      8/01/84      FORT LUPTON, CO      A/C Reg. No. N6231G      Time (Lcl) - 1635 MDT

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

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

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

Make/Model	- CESSNA 421C	Eng Make/Model	- CONTINENTAL GTSIO-520-L	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7450	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	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 - VMC</p> <p>Wind Dir/Speed- 160/008 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT</p> <p>Lowest Ceiling - 4000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point AMARILLO, TX</p> <p>Destination CASPER, WY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</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>Age - 63</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4000</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PREFLT WX BRIEFING, THE PLT WAS ADVISED OF THUNDERSTORMS & INTENSE RAIN SHOWERS ON THE ROUTE OF FLT. HOWEVER, HE FILED AN IFR FLT PLAN & TOOK OFF. DURING FLT, THE ATC CONTROLLER ADVISED THE PLT OF A LEVEL 6 CELL AHEAD & NOTED THAT HE HAD NO REPORT ON ITS TOP. THE PLT REPORTED THAT HE WAS "NOT SHOWING ANYTHING" ON HIS RADAR. ATTEMPTS WERE MADE TO DEVIATE. APRX 20 MIN LATER, THE PLT REPORTED THE ACFT WAS ENCOUNTERING ICING CONDITIONS & WAS LOSING ALT. AFTER ANOTHER 1 MIN & 38 SEC, HE REPORTED "WE'RE GOING IN." SUBSEQUENTLY, AN IN-FLT BREAKUP OCCURRED. THE WRECKAGE WAS FOUND SCATTERED OVER A 1/2 MI AREA. AN EXAM REVEALED THAT THE OUTBOARD WING PANELS HAD FAILED IN FLT. WITNESSES REPORTED SEEING EITHER SMOKE OR FIRE IN FLT BEFORE THE ACFT CRASHED. EVIDENCE OF AN ELECTRICAL DISCHARGE WAS FOUND ON THE OUTBOARD PORTION OF THE RIGHT WING. HOWEVER, THE PLT HAD NOT MENTIONED ANY ENCOUNTER WITH LIGHTNING ON THIS FLT. NO EVIDENCE OF METAL FATIGUE WAS FOUND.



Brief of Accident (Continued)

File No. - 3207

8/01/84

FORT LUPTON, CO

A/C Reg. No. N6231G

Time (Lcl) - 1635 MDT

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - THUNDERSTORM
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - ICING CONDITIONS
6. WING - ICE

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

Finding(s)

7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

9. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
10. WING - OVERLOAD
11. FUEL SYSTEM, TANK - OVERLOAD

Occurrence #4      FIRE/EXPLOSION  
Phase of Operation      DESCENT - UNCONTROLLED

Occurrence #5      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7,8,9

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. - 3052      9/13/84      DENVER, CO      A/C Reg. No. N99TV      Time (Lcl) - 0658 MDT

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

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

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

Make/Model - BELL 206L-3	Eng Make/Model - ALLISON 250-C30P	ELT Installed/Activated - YES/YES
Landing Gear - HIGH SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4150	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 435 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DENVER, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 160/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - WATER
Lowest Ceiling - 9500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - WATER - CHOPPY
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)
COMMERCIAL, ATP	Current - YES	Total - 7818
SE LAND, ME LAND	Months Since - 15	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - AS355E	Instrument- 358
		Multi-Eng - 1695
		Last 24 Hrs - 5
		Last 30 Days- 14
		Last 90 Days- 15
		Rotorcraft - 6038

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT HAD SLOWED THE HELICOPTER TO 30 KIAS USING 50 TO 60% PWR AT AN ALT OF 700 FT AGL. PLT THE HEARD "TWO BEEPS" FROM THE ENG OUT WARNING HORN, SAW ENG OUT ANNUNCIATOR LIGHTS ILLUMINATE & THE "TURBINE NEEDLE DROPPING." PLT "BOTTOMED" THE COLLECTIVE, LOWERING THE NOSE, BUT HELICOPTER DESCENDED WHILE YAWING LEFT AND RIGHT UNTIL CONTACTING A CREEK BED. INSPECTION OF THE ACFT REVEALED THE PC LINE WAS BROKEN MUST PAST THE 90 DEG BEND WHERE IT CONNECTS TO THE GAS PRODUCER FUEL CONTROL. THE OTHER END OF THE BREAK WAS CONCEALED BY A B-NUT. METALLURGICAL TESTING REVEALED THE LINE FAILED DUE TO FATIGUE. AREAS OF FRETTING AND DIMPLING WERE FOUND ON THE LINE. THE ENGINE IN N99TV WAS REMOVED FROM THE ACFT ON 11/14/83 AND AGAIN ON 9/6/84. EACH REMOVAL NECESSITATED UNFASTENING AND FASTENING OF THE PC LINE.

Brief of Accident (Continued)

File No. - 3052

9/13/84

DENVER, CO

A/C Reg. No. N99TV

Time (Lc1) - 0658 MDT

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

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - FATIGUE
  2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
  3. FUEL SYSTEM, FUEL CONTROL - FAILURE, TOTAL
  4. FLUID, FUEL - STARVATION
- 

Occurrence #2            FORCED LANDING  
Phase of Operation       DESCENT - EMERGENCY

Finding(s)

5. ALTITUDE - INADEQUATE -
  6. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #3            HARD LANDING  
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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3140      9/28/84      PAONIA, CO      A/C Reg. No. N7205L      Time (Lc1) - 0830 MDT

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

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

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

Make/Model	- PIPER PA-31-310	Eng Make/Model	- LYCOMING TURBO	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6458	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 310 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	GRAND JUNCTION, CO	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	PAONIA, CO	Runway Ident
Wind Dir/Speed	- CALM		- N/A
Visibility	- 40.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 7000 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 67	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 25587	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 2	Make/Model - 1960	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 314	Last 90 Days - 29
		Multi-Eng - 18342	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS FLYING AT A VERY LOW ALT OVER MOUNTANOUS TERRAIN. AS THE ACFT APPROACHED A CREST OF A RIDGE THE ACFT STARTED TO BUFFET AND THEN ENCOUNTERED A DOWNSLOPE WIND CONDITION. THE COMBINATION OF APPROACHING A STALL AND ENCOUNTERING A DOWNDRAFT FORCED THE AIRCRAFT INTO TREES.

Brief of Accident (Continued)

File No. - 3140

9/28/84

PAONIA, CO

A/C Reg. No. N7205L

Time (Lc1) - 0830 MDT

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

Finding(s)

1. OBJECT - TREE(S)
2. WEATHER CONDITION - DOWNDRAFT
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND

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

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

Finding(s)

5. 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3306      10/15/84      ENGLEWOOD, CO      A/C Reg. No. N6917R      Time (Lcl) - 1300 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model      - CESSNA T210-H  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 6

Eng Make/Model      - TELE CONT. TS10-520-C  
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      - FSS  
Method      - TELEPHONE  
Completeness      - PARTIAL, LMTD BY PILOT  
Basic Weather      - IMC  
Wind Dir/Speed      - 330/007 KTS  
Visibility      - 75.0 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 300 FT OBSCURED  
Obstructions to Vision      - FOG  
Precipitation      - SNOW  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SCOTTSDALE, AZ  
Destination  
BROOMFIELD, CO

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 59

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 600	Last 24 Hrs	- UNK/NR
Make/Model	- 265	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RECEIVED A WEATHER BRIEFING PRIOR TO DEPARTURE FROM SCOTTSDALE. HE ENCOUNTERED IMC SHORTLY AFTER TAKEOFF. THE FLT PROGRESSED UNEVENTFULLY UNTIL IN THE VICINITY OF COLORADO SPRINGS WHEN THE PLT RPTD A PROBLEM WITH HIS DIRECTIONAL GYRO. THE PLT DESCENDED FROM 19000 TO 8000 FT IN CLOUDS, ICING CONDITIONS AND SNOW. TWENTY FIVE MINUTES AFTER THE PLT BEGAN THE DESCENT HE RADIOED THAT HE HAD AN ENGINE PROBLEM AND WAS "GETTING ALOT OF SURGING." TWO MINUTES LATER ALL RADIO AND RADAR CONTACT WAS LOST WITH N6917R. EXAM OF THE ACFT ENG AFTER THE ACCIDENT REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR MECHANICAL FAILURE THAT WOULD HAVE PREVENTED NORMAL ENG OPERATION. DUE TO DAMAGE SUSTAINED IN THE IMPACT, THE POSITION OF THE ALTERNATE AIR DOOR COULD NOT BE DETERMINED. EXAM OF THE WRECKAGE REVEALED THE ACFT IMPACTED THE GND IN A RIGHT WING LOW, NOSE LOW ATTITUDE AT A HIGH RATE OF SPEED. THE FLT WAS DESTINED FOR BROOMFIELD (JEFFCO ARPT) CO. BUT DIVERTED TO ARAPAHOE ARPT WHEN THE ENG PROBLEM OCCURRED.

Brief of Accident (Continued)

File No. - 3306

10/15/84

ENGLEWOOD, CO

A/C Reg. No. N6917R

Time (Lc1) - 1300 MDT

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

Finding(s)

1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - ICING CONDITIONS
3. WEATHER CONDITION - LOW CEILING
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER  
Phase of Operation DESCENT - NORMAL

Finding(s)

7. ENGINE ASSEMBLY - ICE

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

Finding(s)

8. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
9. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
10. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PANIC - PILOT IN COMMAND
12. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,7,8,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,11,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3270      12/08/84      MEEKER, CO      A/C Reg. No. N6805R      Time (Lcl) - 1744 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model      - CESSNA T-210G  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL TS10-520-C  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - IN PERSON  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed- CALM  
Visibility      - .750 SM  
Lowest Sky/Clouds      - 700 FT  
Lowest Ceiling      - 700 FT OBSCURED  
Obstructions to Vision- BLOWING SAND  
Precipitation      - SNOW  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
LARAMIE, WY  
Destination  
GRAND JUNCTION, CO

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 48  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1121  
Make/Model- 219  
Instrument- 146  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 47

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE A/C DEPT LARAMIE, WY ON AN IFR FLT TO GRAND JUNCTION, CO. IN THE VICINITY OF MEEKER, CO, THE PLT EXPERIENCED AN APPARENT INSTRUMENT GYRO PROBLEM. HE FLEW OFF COURSE ONCE BUT WITH THE HELP OF ARTCC HE WAS VECTORED BACK ON COURSE, ONLY TO AGAIN GO OFF CRSE, LOSE CONTROL OF THE A/C. THE A/C DISAPPEARED FROM RADAR AND IMPACTED THE SIDE OF A HIGH RIDGE. THE A/C WAS DESTROYED AND THE PLT RECEIVED FATAL INJURIES.



Brief of Accident (Continued)

File No. - 3270

12/08/84

MEEKER, CO

A/C Reg. No. N6805R

Time (Lc1) - 1744 MST

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

Finding(s)

1. VACUUM SYSTEM - FAILURE, PARTIAL
  2. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
  3. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3285      12/12/84      ANTONIO, CO      A/C Reg. No. N572KE      Time (Lc1) - 0700 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model    - KENNETH ROEBUCK VARIEZE  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - UNK/NR  
No. of Seats   - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
  ESPANOLA, NM  
Destination  
  DURANGO, CO

ATC/Airspace

Type of Flight Plan - VFR  
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)  
  PRIVATE  
  SE LAND

Age - 44  
Biennial Flight Review  
  Current        - YES  
  Months Since   - 27  
  Aircraft Type   - C-172

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

Total	- 7604	Last 24 Hrs	- UNK/NR
Make/Model-	1713	Last 30 Days-	UNK/NR
Instrument-	550	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT HAD FILED A VFR FLT PLAN FROM ESPANOLA, NM, TO DURANGO, CO, WITH A PROPOSED DEPARTURE TIME OF 1500 MST AND AS EN ROUTE FLT TIME OF 1 HR 10 MINS. THE FLT PLAN WAS NOT ACTIVATED. A SEARCH FOR THE ACFT BEGAN ON 12/13/84 AND ENDED ON 12/24/84. ON 6/10/85 THE ACFT WRECKAGE WAS FOUND 1/4 MILE WEST OF LOS PINOS, CO, AT THE 10,400 FT LEVEL OF A MOUNTAIN. WX OBSERVATIONS FOR 12/12/84 BETWEEN 1250 MST AND 1650 MST INDICATED CLOUDS AND SNOW SHOWERS OF AN UNKNOWN INTENSITY OBSCURED MOUNTAIN TOPS IN THE AREA OF THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 3285

12/12/84

ANTONIO, CO

A/C Reg. No. N572KE

Time (Lc1) - 0700 MST

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

Finding(s)

1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - CLOUDS
3. PLANNING-DECISION - POOR - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. 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) 3,4,7

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3055

8/26/84

MERIDEN,CT

A/C Reg. No. N45288

Time (Lcl) - 1120 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

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

1

Accident Occurred During -APPROACH

Other

0

0

0

2

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

Make/Model - CESSNA 150M

Eng Make/Model - CONTINENTAL O-200-A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 190/006 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PLAINVILLE,CT

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

MERIDEN MARKHAM MUNICIPAL

Runway Ident - 36

Runway Lth/Wid - 3100/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 60

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - C-150M

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 858 Last 24 Hrs - 2

Make/Model- 190 Last 30 Days- 3

Instrument- 15 Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA N45288 WAS ABOVE AND SLIGHTLY TO THE REAR OF CESSNA N4669V WHEN THEY COLLIDED ON FINAL APPROACH OVER THE DISPLACED THRESHOLD TO RUNWAY 36 AT MMK. BOTH AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. THERE WERE NO INJURIES.

Brief of Accident (Continued)

File No. - 3055

8/26/84

MERIDEN, CT

A/C Reg. No. N45288

Time (Lcl) - 1120 EDT

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Occurrence

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3055

8/26/84

MERIDEN,CT

A/C Reg. No. N4669V

Time (Lc1) - 1120 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-SIGHTSEEING				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-APPROACH				
		Crew	0	0	0
		Pass	0	0	0
		Other	0	0	0
					1
					1
					2

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

Make/Model - CESSNA 172RG  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2650  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 190/006 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 2000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MERIDEN,CT  
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

MERIDEN-MARKHAM MUNICIPAL  
Runway Ident - 36  
Runway Lth/Wid - 3100/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 46  
Biennial Flight Review  
Current - YES  
Months Since - 14  
Aircraft Type - C-172

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

Total	- 1842	Last 24 Hrs	- UNK/NR
Make/Model-	20	Last 30 Days-	UNK/NR
Instrument-	100	Last 90 Days-	UNK/NR
Multi-Eng -	42		

Instrument Rating(s) - NONE

-----Narrative-----

A CESNNA N45288 WAS ABOVE AND SLIGHTLY TO THE REAR OF CESSNA N4669V WHEN THEY COLLIDED ON FINAL APPROACH OVER THE DISPLACED THRESHOLD TO RUNWAY 36 AT MMK. BOTH AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. THERE WERE NO INJURIES.

Brief of Accident (Continued)

File No. - 3055

8/26/84

MERIDEN,CT

A/C Reg. No. N4669V

Time (Lcl) - 1120 EDT

---

Occurrence

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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-----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. - 3101      9/03/84      BRIDGEPORT,CT      A/C Reg. No. N100CT      Time (Lcl) - 2008 EDT

-----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
Crew	1	0	0	0
Pass	0	0	0	0

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

Make/Model - AERO COMMANDER 680V  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 9000  
No. of Seats - 11

Eng Make/Model - AIR RESEARCH TPE-31-1-1511ELT Installed/Activated - YES-UNK/NR  
Number Engines - 2 Stall Warning System - YES  
Engine Type - TURBOPROP  
Rated Power - 575 HP

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

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - IMC  
Wind Dir/Speed- 050/012 KTS  
Visibility - 3.000 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 700 FT OVERCAST  
Obstructions to Vision- UNK/NR  
Precipitation - RAIN SHOWERS  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
WEST PALM BEACH  
Destination  
BRIDGEPORT,CT

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

IGOR SIKORSKI  
Runway Ident - 06  
Runway Lth/Wid - 4677/ 150  
Runway Surface - MACADAM  
Runway Status - WET

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

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

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

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

Total	- 7000	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 DESCENDED INTO THE WATER SIX & 1/2 MILES SW OF BRIDGEPORT, CT. THE ACFT WAS ON AN ILS APCH TO RWY 06. THE ACFT WAS IN COMMUNICATION WITH NY TRACON ARRVL RADAR AND ON HIS INITIAL CALL HAD INDICATED A DESIRE FOR A CLEARANCE DIRECT TO BRIDGEPORT. A BRIEF RADIO EXCHANGE RESULTED IN THE DESIRED CLEARANCE. THERE WAS NO INDICATION OF ANY PROBLEMS OR LOW FUEL STATE IN THE COMMUNICATION. APRX 15 MINUTES AFTER INITIAL CALL, THE CONTROLLER WAS GIVING THE FINAL APCH INSTRUCTIONS TO N100CT, AFTER HAVING USED SOME TURNS AND CHANGES IN AIRSPEED TO SPACE THE FLT BEHIND LANDING TRAFFIC, WHEN RADAR & RADIO CONTACT WAS LOST. POST ACCIDENT FUEL CALCULATIONS BASED ON FUEL ABOARD VS FLT TIME EN ROUTE AND NORMAL FUEL CONSUMPTION SHOWED APRX 6 GALLONS OF FUEL REMAINING. THE NORMAL UNUSABLE FUEL FOR THIS ACFT IS 13 GALLONS WHICH INCREASES DURING MANEUVERING. IDENTIFIABLE PARTS OF THE ACFT AND SOME PAPER DOCUMENTS WERE RECOVERED BY THE COAST GUARD. THE PLT'S BODY WAS NOT RECOVERED.



Brief of Accident (Continued)

File No. - 3101

9/03/84

BRIDGEPORT, CT

A/C Reg. No. N100CT

Time (Lc1) - 2008 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. TERRAIN CONDITION - WATER, ROUGH
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
6. RADIO COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

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. - 3288      10/27/84      WASHINGTON,DC      A/C Reg. No. N6235Y      Time (Lcl) - 1242 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	4

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

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

Make/Model      - PIPER PA-23-250  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5200  
No. of Seats      - 6

Eng Make/Model - LYCOMING IO-540-C4B5  
Number Engines - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 250 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- 180/007 KTS

Visibility      - 6.0 SM

Lowest Sky/Clouds      - 25000 FT THIN BKN

Lowest Ceiling      - NONE

Obstructions to Vision- HAZE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

LINDEN,NJ

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

NATIONAL

Runway Ident      - 36

Runway Lth/Wid      - 6859/ 150

Runway Surface      - ASPHALT

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance      - IFR

Type Apch/Lndg      - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 66

Biennial Flight Review

Current      - UNK/NR

Months Since      - UNK/NR

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 2798

Make/Model- 2470

Instrument- 481

Multi-Eng - 2470

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A HIGH & FAST APCH, ACFT TOUCHED DOWN BEYOND MIDFIELD ON RWY 36 AT DCA. PLT DELAYED INITIATING A GO AROUND UNTIL HE WAS SURE THE ACFT WOULD NOT STOP IN THE RWY REMAINING. ON INITIAL CLIMB THE ACFT STRUCK TWO APCH LIGHTS AT THE DEPARTURE END OF THE RWY, DAMAGING THE LEFT MAIN GEAR WHICH COLLAPSED ON THE ENSUING LANDING. INVESTIGATION DISCLOSED THE ACFT WAS VECTORED TO A 4 MILE RT BASE AT 2500 FT. THE PLT LATER STATED HE CONTINUED THE APCH BECAUSE HE WANTED TO COOPERATE SINCE THE ARPT WAS "SO BUSY AND IT CAN CAUSE DELAYS FOR AIR CARRIER JETS IF A GENERAL AVIATION PLANE HAS TO GO AROUND."

Brief of Accident (Continued)

File No. - 3288

10/27/84

WASHINGTON,DC

A/C Reg. No. N6235Y

Time (Lcl) - 1242 EDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE,COMPANY-INDUCED PRESSURE - PILOT IN COMMAND
  3. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND
  4. GO-AROUND - DELAYED - PILOT IN COMMAND
  5. OBJECT - APPROACH LIGHT/NAVAID
  6. LANDING GEAR,NOSEWHEEL STEERING - OVERLOAD
- 

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

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

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

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. - 3201      8/08/84      SELBYVILLE,DE      A/C Reg. No. N10468      Time (Lcl) - 1410 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

1

Crew

1

Pass

Serious

0

Minor

0

None

0

0

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

Make/Model      - PIPER L-21-A  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1500  
No. of Seats      - 2

Eng Make/Model - LYCOMING O-320

Number Engines - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 150 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- 350/005 KTS

Visibility      - 6.0 SM

Lowest Sky/Clouds      - 4000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- HAZE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SELBYVILLE,DE

Destination

OCEAN CITY,MD

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WARRINGTON

Runway Ident      - 32

Runway Lth/Wid      - 2099/ 80

Runway Surface      - GRASS/TURF

Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 24

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      - 1084

Make/Model- UNK/NR

Instrument- 65

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE CONCLUSION OF TOWING BANNERS WITH NO PAX ON BOARD, THE ACFT WAS LANDED AND TOPPED OFF WITH FUEL. THE PLT THEN REENTERED THE ACFT AND AN ADDITIONAL EMPLOYEE GOT IN THE REAR SEAT WITH THE INTENSION OF FLYING TO A NEARBY AIRPORT FOR A PLT EXCHANGE. DURING TAKEOFF THE ACFT WAS OBSERVED TO GRADUALLY CLIMB OFF THE TURF RWY TO AN ALT SLIGHTLY HIGHER THAN A BUILDING OFF THE RIGHT SIDE OF THE DEPARTURE END OF THE ACTIVE RWY. IT WAS THEN SEEN TO PULL UP AND COLLIDE WITH TELEPHONE CABLES OFF THE END OF THE RWY. PWR LINES LOCATED IMMEDIATELY IN BACK OF THE CABLES DID NOT SHOW ANY SIGNS OF DAMAGE. TEMPERATURE AT THE TIME OF THE ACCIDENT WAS ABOUT 90 DEGREES AND THE DENSITY ALT OF APRX 2100 FT. NO EVIDENCE OF ANY PREIMPACT MALFUNCTION WAS UNCOVERED DURING THE ENGINE ASSEMBLY.

Brief of Accident (Continued)

File No. - 3201

8/08/84

SELBYVILLE, DE

A/C Reg. No. N10468

Time (Lcl) - 1410 EDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - TEMPERATURE EXTREMES
4. OBJECT - WIRE, TRANSMISSION

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

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. - 3265

9/21/84

ORLANDO, FL

A/C Reg. No. N65484

Time (Lcl) - 1700 EDT

-----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 Crew  
NONE 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 - UNK/NR  
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 070/014 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 3100 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ALBANY, GA  
Destination  
ORLANDO, FL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace  
Type of Flight Plan - VFR  
Type of Clearance - VFR  
Type Apch/Lndg - FORCED LANDING

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

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

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

Age - 56  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

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

Total	- 88	Last 24 Hrs -	5
Make/Model-	88	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT EXPERIENCED ENG FAILURE AND MADE A FORCED LANDING IN A FIELD, SUBSTANTIALLY DAMAGING THE AIRCRAFT. POST CRASH EXAMINATION OF THE ENGINE REVEALED THE NUMBER THREE CONNECTING ROD SEPARATED FROM THE CRANKSHAFT WHEN THE CONNECTING ROD BOLTS FAILED. METALLURGICAL EXAMINATION OF THE BOLTS REVEALED THEY HAD BEEN SUBJECTED TO EXTREME HEAT CAUSING SOFTENING OF THE BOLT MATERIAL AND SUBSEQUENT FAILURE IN AN OVERSTRESS CONDITION. THE CONNECTING ROD WAS ALSO FOUND TO HAVE BEEN OVERHEATED IN THE AREA OF THE BEARING BETWEEN THE CONNECTING ROD AND CRANKSHAFT INDICATING FAILURE AND OVERHEATING OF THE BEARING.

Brief of Accident (Continued)

File No. - 3265

9/21/84

ORLANDO, FL

A/C Reg. No. N65484

Time (Lcl) - 1700 EDT

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

Finding(s)

1. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL
  2. ENGINE ASSEMBLY, CONNECTING ROD - OVERTEMPERATURE
  3. ENGINE ASSEMBLY, CONNECTING ROD - DISCONNECTED
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
- 

-----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. - 3252      9/28/84      BRYCEVILLE, FL      A/C Reg. No. N74982      Time (Lcl) - 0811 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - PIPER PA-31-350  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 7000  
No. of Seats      - 7

Eng Make/Model      - LYCOMING TIO-540-J2BD  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 350 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed- 060/015 KTS  
Visibility      - 1.500 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 700 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - RAIN  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
JACKSONVILLE, FL  
Destination  
BAHAMAS

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - ILS-COMPLETE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

JACKSONVILLE INTERNATIONAL  
Runway Ident      - 07  
Runway Lth/Wid      - 8000/ 150  
Runway Surface      - ASPHALT  
Runway Status      - WET

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

Pilot-In-Command

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

Age - 46  
Biennial Flight Review  
Current      - YES  
Months Since      - 21  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 800      Last 24 Hrs - 1  
Make/Model- 30      Last 30 Days- 15  
Instrument- UNK/NR      Last 90 Days- 30  
Multi-Eng - 75      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FLT DEPARTED IN INSTRUMENT METEOROLOGICAL CONDITIONS. AFTER DEPARTURE PLT FAILED TO MAINTAIN ASSIGNED HEADINGS SEVERAL TIMES AND HAD TO BE CORRECTED BY ATC. AFTER 15 MINS OF FLIGHT THE PLT REPORTED HE WAS HAVING PROBLEMS WITH THE RIGHT ENGINE AND WOULD LIKE TO RETURN TO THE ARPT. ATC ADVISED THE PLT THAT CRAIG ARPT WAS AVAILABLE AND WAS CURRENTLY REPORTING VFR CONDITIONS. PLT STATED HE WANTED TO GO TO JAX INT'L BECAUSE THE 4000 FT RWY AT CRAIG WAS NOT LONG ENOUGH. JAX INT'L WAS REPORTING IFR CONDITIONS. THE PLT CONTINUED TO HAVE TROUBLE HOLDING HEADINGS WHILE BEING VECTORED FOR AN ILS APCH. WHILE IN THE DOWNWIND POSITION FOR THE APCH THE PLT ASKED ATC, "HOW FAR IS 982 FROM LANDING?" AS THE ACFT WAS TURNED ONTO THE LOCALIZER THE PLT CALLED AND STATED HE HAD LOST CONTROL AND WAS IN A SPIN. POST CRASH INSPECTION OF THE RIGHT ENGINE REVEALED THE #5 CYLINDER HAD DETONATED UNTIL A HOLE WAS BURNED IN THE PISTON. ADDITIONALLY THE #5 AND #6 RODS HAD BURN DAMAGE AND THE #6 ROD BOLTS HAD FAILED IN OVERLOAD.



Brief of Accident (Continued)

File No. - 3252

9/28/84

BRYCEVILLE, FL

A/C Reg. No. N74982

Time (Lc1) - 0811 EDT

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

Finding(s)

1. ENGINE ASSEMBLY, PISTON - BURNED
2. ENGINE ASSEMBLY, CONNECTING ROD - BURNED
3. ENGINE ASSEMBLY, CONNECTING ROD - DISCONNECTED

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
8. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
9. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
10. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

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

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3195      11/04/84      CRESTVIEW, FL      A/C Reg. No. N9242S      Time (Lcl) - 0024 CST

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

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

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

Make/Model	- BEECH C23	Eng Make/Model	- LYCOMING O-360-A4J	ELT Installed/Activated	- YES/YES
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-----

<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- CALM</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - OBSCURED</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>PALATKA, FL</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 - ILS-LOCALIZER</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>BOB SIKES</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 800/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 61</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - C23</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 1407</td> <td>Last 24 Hrs</td> <td>- 5</td> </tr> <tr> <td>Make/Model-</td> <td>1128</td> <td>Last 30 Days-</td> <td>21</td> </tr> <tr> <td>Instrument-</td> <td>222</td> <td>Last 90 Days-</td> <td>70</td> </tr> </table>	Total	- 1407	Last 24 Hrs	- 5	Make/Model-	1128	Last 30 Days-	21	Instrument-	222	Last 90 Days-	70
Total	- 1407	Last 24 Hrs	- 5											
Make/Model-	1128	Last 30 Days-	21											
Instrument-	222	Last 90 Days-	70											

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT WAS CLEARED FOR AN ILS APCH. THE REPORTED WX AT THAT TIME WAS: 600 FT OVERCAST, VISIBILITY 7 MI, WIND 010 DEG AT 6 KTS. THE PLT STATED THAT DURING THE APCH, HE FELT A DOWNDRAFT THAT CAUSED THE ACFT TO BANK TO THE LEFT & PITCH DOWN. THE LAST ALT THAT HE RECALLED READING BEFORE THE "DOWNDRAFT" WAS 750 FT. SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES & CRASHED. A PASSENGER, WHO WAS OCCUPYING A REAR SEAT, SAID THAT THE ACFT WAS IN THE CLOUDS, THEN CAME OUT INTO THE CLEAR WITH JUST ENOUGH TIME TO SEE THE TREES BEFORE IMPACT. AN INVESTIGATION DID NOT REVEAL ANY PREIMPACT MALFUNCTION OR FAILURE OF THE AIRFRAME OR POWERPLANT. THE 0057 CST WX (APRX 33 MIN AFTER THE ACCIDENT) WAS, IN PART: 100 FT OBSCURED, VISIBILITY 3/4 MI WITH FOG, WIND CALM. THE ELEVATION OF THE CRASH SITE WAS ABOUT 200 FT MSL. THE ARPT ELEVATION WAS 215 FT.

Brief of Accident (Continued)

File No. - 3195

11/04/84

CRESTVIEW, FL

A/C Reg. No. N9242S

Time (Lc1) - 0024 CST

Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - OBSCURATION
4. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
5. MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND
6. OBJECT - TREE(S)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3204      11/21/84      ORLANDO, FL      A/C Reg. No. N82108      Time (Lcl) - 1158 EST

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

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

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

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GREENVILLE, SC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	KISSIMMEE, FL	Runway Ident - N/A
Wind Dir/Speed- 060/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 2400 FT	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 2400 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 82
SE LAND	Months Since - 4	Make/Model- 54
	Aircraft Type - PA-28	Instrument- 10
		Last 24 Hrs - 38
		Last 30 Days- 38
		Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

NUMEROUS WITNESSES HEARD THE ENGINE SPUTTER AND THEN STOP. THE EVIDENCE SUGGESTS THE PILOT ATTEMPTED AN EMERGENCY LANDING AT THE PARKING LOT. WHILE MANEUVERING AT VERY LOW ALTITUDES AND AIRSPEEDS, THE LEFT WING HIT A LIGHT POLE. THE PRIVATE PILOT HAD A TOTAL OF 79 HOURS LOGGED. NO FUEL WAS FOUND IN THE LINES OR IN THE FUEL TANKS.

Brief of Accident (Continued)

File No. - 3204

11/21/84

ORLANDO, FL

A/C Reg. No. N82108

Time (Lcl) - 1158 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

6. OBJECT - UTILITY POLE

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

Finding(s)

7. TERRAIN CONDITION - GROUND
8. OBJECT - VEHICLE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3238      12/26/84      BRADLEY, FL      A/C Reg. No. N8227J      Time (Lcl) - 2020 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	5	0	0	0	0

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

Make/Model - PIPER PA-32R-301  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3615  
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K1G5D  
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 - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 080/010 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 4500 FT  
Lowest Ceiling - 4500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - RAIN  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
COLUMBUS, GA  
Destination  
NAPLES, FL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 45  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - PA-32R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 403  
Make/Model- 50  
Instrument- 206  
Last 24 Hrs - 4  
Last 30 Days- 5  
Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT COMPLETED A 30 MIN INSURANCE CHECK FLT, THEN LOADED THE ACFT WITH BAGGAGE/PAX & DEPARTED DECAUTER, IL ON A FLT TO NAPLES, FL. A REFUELING STOP WAS MADE AT COLUMBUS, GA. AT 1750 THE ACFT DEPARTED COLUMBUS & CRUISED UNEVENTFULLY UNTIL SOMETIME AFTER 1927 (AFTER THE PLT CONTACTED ARTCC & REPORTED MAINTAINING 9000'). STARTING AT 1953, ATTEMPTS TO CONTACT THE ACFT WERE UNSUCCESSFUL; BUT THE ACFT CONTINUED ON ITS ROUTE UNTIL 2018, THEN IT ENTERED A RGT DESCENDING TURN. RADAR CONTACT WAS LOST AT 2019 AFTER MORE VARIATIONS IN HDG & ALT. SUBSEQUENTLY, THE ACFT EXPERIENCED AN IN-FLT BREAKUP. AT THAT TIME, THE ACFT WAS BELIEVED TO HAVE BEEN APRX 188 LBS OVER ITS MAX WT LMT & 0.4 INCH BEHIND ITS AFT CG LMT. AN EXAM OF THE WRECKAGE SHOWED EVIDENCE OF POSITIVE OVERLOAD FAILURE OF THE WINGS & STABILATORS. THERE WAS EVIDENCE THAT THE ALTERNATOR LIGHT WAS ON, BUT THE ALTERNATOR, VOLTAGE REGULATOR & OVERVOLTAGE RELAY CHECKED GOOD. AT 2030, RADAR DATA SHOWED PRECIP & CLD TOPS TO 14,000'. THE PLT HAD NOT MET THE IFR REQUIREMENTS OF 14 CFR 61.57.

Brief of Accident (Continued)

File No. - 3238

12/26/84

BRADLEY, FL

A/C Reg. No. N8227J

Time (Lcl) - 2020 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED -
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4.      IMPROPER DECISION, LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
5. WEATHER CONDITION - CLOUDS
6. WEATHER CONDITION - RAIN
7. WEATHER CONDITION - TURBULENCE IN CLOUDS
8. ELECTRICAL SYSTEM - UNDETERMINED
9.      RADIO COMMUNICATIONS - NOT POSSIBLE -
10. LIGHT CONDITION - DARK NIGHT
11.      IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
12. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
13.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
14.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #2      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

15. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
16. WING - OVERLOAD
17. FLIGHT CONTROL, STABILATOR - OVERLOAD

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) 12, 13, 15

Factor(s) relating to this accident is/are finding(s) 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 14

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3219

12/27/84

LA BELLE, FL

A/C Reg. No. N8126H

Time (Lc1) - 1015 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
ON GROUND

Crew  
Pass

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

Make/Model - FAIRCHILD HILLER FH-1100  
Landing Gear - SKID  
Max Gross Wt - 2530  
No. of Seats - 4

Eng Make/Model - ALLISON 250-C18  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 274 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

Itinerary

Last Departure Point  
LA BELLE, FL  
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

Wind Dir/Speed- 050/010 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 25000 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

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

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

Age - 42  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

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

Total - 8400	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 HELICOPTER WAS OBSERVED FLYING AT A LOW ALT & LOST ALL ENG POWER, BANKED SHARPLEY TO THE LEFT, LOST COMPLETE CONTROL & DOVE INTO THE GROUND. THE ACFT WAS DESTROYED BY IMPACT FORCES ALONG WITH THE POST CRASH FIRE. NO EVIDENCE TO SUGGEST A MALFUNCTION OF THE HELICOPTER'S STRUCTURE OR FLT CONTROLS PRIOR TO IMPACT WAS FOUND. ONE MAIN ROTOR BLADE EXIBITED EVIDENCE OF UPWARD BENDING AT THE TIP, INDICATIVE OF CONING AT IMPACT. ENG TEARDOWN & EXAMINATION REVEALED THAT THE ENG FAILED DUE TO THE INJECTION OF A CLOTH SHOP TOWEL INTO THE COMPRESSOR SECTION OF THE ENG.



Brief of Accident (Continued)

File No. - 3219

12/27/84

LA BELLE, FL

A/C Reg. No. N8126H

Time (Lc1) - 1015 EST

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

Finding(s)

1. COMPRESSOR ASSEMBLY - BLOCKED(TOTAL)
  2. COMPRESSOR ASSEMBLY - FOREIGN OBJECT
- 

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

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

6. TERRAIN CONDITION - GROUND
  7. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3168      11/07/84      BAXLEY,GA      A/C Reg. No. N84BN      Time (Lcl) - 1545 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	JACKSONVILLE,FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BAXLEY,GA	BAXLEY
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 25000 FT 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 - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 151
SE LAND	Months Since - 2	Make/Model- 123
	Aircraft Type - UNK/NR	Instrument- 15
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 151

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED DURING A FORCED LANDING INTO A PLOWED FIELD AFTER THE ENG QUIT. INVESTIGATION REVEALED THE PLT HAD BEEN INSTRUCTED TO REFUEL AT HIS FIRST STOP OF AN EXTENDED X-COUNTRY FLT. THE ACFT RAN OUT OF FUEL APRX 1 MI FROM THE SECOND SCHEDULED STOP.

Brief of Accident (Continued)

File No. - 3168

11/07/84

BAXLEY,GA

A/C Reg. No. N84BN

Time (Lc1) - 1545 EST

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

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - COMPANY/OPERATOR MGMT
3. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3206      11/21/84      GAINESVILLE, GA      A/C Reg. No. N9760R      Time (Lcl) - 1815 EST

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

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

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

Make/Model	- BEECH M35	Eng Make/Model	- CONTINENTAL IO-470-C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 250 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	SAVANNAH, GA	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	CHATTANOOGA, TN	Runway Ident
Wind Dir/Speed	- 070/008 KTS	ATC/Airspace	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	-	Type of Clearance	- N/A
Lowest Ceiling	- 7000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

-----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	- 550
SE LAND	Months Since - 3	Make/Model	- 350
	Aircraft Type - PA-22	Instrument	- 0
		Last 24 Hrs	- 3
		Last 30 Days	- UNK/NR
		Last 90 Days	- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING AN EMERGENCY LANDING WHILE OPERATING IN VFR CONDITIONS ON A DARK NIGHT OVER ISOLATED TERRAIN. THE PLT STATED HE THOUGHT THE ENG EXPLODED & LOST VISUAL CONTACT DUE TO OIL SPRAYING ON THE WINDSHIELD. THE RT FRONT PASSENGER HELD A FLASHLIGHT ON THE ACFT FLT. INSTRUMENTS WHILE THE PLT EXECUTED THE FORCED LANDING. INVESTIGATION REVEALED THAT ONE BLADE OF THE PROPELLER (MCCAULEY BLADE # K102278YS) FAILED IN FATIGUE.

Brief of Accident (Continued)

File No. - 3206

11/21/84

GAINESVILLE,GA

A/C Reg. No. N9760R

Time (Lcl) - 1815 EST

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
4. FLUID, FUEL - LOSS, TOTAL
5. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - BLOCKED (TOTAL)
6. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3203      12/27/84      FAIRBURN,GA      A/C Reg. No. N9347H      Time (Lcl) - 1230 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 - CESSNA 172H	Eng Make/Model - LYCOMING O-320-E2D	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 - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FAIRBURN,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SOUTH FULTON SKYPORT
Wind Dir/Speed- 090/012 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2690/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 50
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 50
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT REPORTEDLY SUFFERED A LOSS OF POWER WHILE ON THE X-WING LEG FOR A TOUCH-&-GO LANDING. THE PLT ATTEMPTED TO LAND THE AIRCRAFT ON THE RECIPRICAL RWY FROM WHICH HE DEPARTED. THE AIRCRAFT TOUCHED DOWN LONG AND RAN OFF OF THE END OF THE RUNWAY INTO ROUGH TERRIAN.

Brief of Accident (Continued)

File No. - 3203

12/27/84

FAIRBURN,GA

A/C Reg. No. N9347H

Time (Lc1) - 1230 EST

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND  
2. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND  
-----

Occurrence #3      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)  
3. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND  
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND  
-----

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3045      9/13/84      SHIP SHOAL 241,GM      A/C Reg. No. N22713      Time (Lc1) - 1520 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model - BELL 206B III  
Landing Gear - EMERGENCY FLOAT  
Max Gross Wt - 3200  
No. of Seats - 5

Eng Make/Model - ALLISON 250C20B  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 317 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- 350/005 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  
SHIP SHOAL 241,GM  
Destination  
EUGENE ISLAND,GM

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)  
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  
  
HELICOPTER

Age - 38  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - 206B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 4153  
Make/Model- 2270  
Instrument- 229  
Last 24 Hrs - 7  
Last 30 Days- UNK/NR  
Last 90 Days- 182  
Rotorcraft - 4153

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT HAD LANDED ON A OFFSHORE HELIDECK, WHICH HAD ONE AIRCRAFT PARKED ON IT. AFTER THE PASSENGERS WERE CLEAR OF THE AIRCRAFT, THE PILOT PICKED THE AIRCRAFT UP TO A HOVER. DURING THE HOVER, THE PILOT ALLOWED THE AIRCRAFT TO DRIFT SLIGHTLY AND ONE SKID STRUCK A HATCH COVER THAT PROTRUDED 8.5" ABOVE THE HELIDECK, ABOUT 3.5" INBOARD OF THE EDGE. AS THE SKID HIT THE HATCH COVER, THE AIRCRAFT PIVOTED AROUND THE CONTACT POINT AND ENTERED DYNAMIC ROLLOVER. THE AIRCRAFT SUBSEQUENTLY ROLLED OFF THE DECK AND CRASHED ONTO A LOWER LEVEL OF THE OIL RIG.



Brief of Accident (Continued)

File No. - 3045

9/13/84

SHIP SHOAL 241,GM

A/C Reg. No. N22713

Time (Lc1) - 1520 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    HOVER

Finding(s)

1. OBJECT - AIRPORT FACILITY
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

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

-----

Occurrence #3        ROLL OVER  
Phase of Operation    DESCENT - UNCONTROLLED

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----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. - 3214

5/25/84

HONOLULU, HI

A/C Reg. No. N211EH

Time (Lcl) - 1345 HST

-----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 -POSITIONING

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

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

Make/Model - HUGHES 369D

Landing Gear - SKID

Max Gross Wt - 3000

No. of Seats - UNK/NR

Eng Make/Model - ALLISON 250-C20B

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 375 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- 050/011 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HONOLULU, HI

Destination

LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

HONOLULU INTL

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND

HELICOPTER

Age - 41

Biennial Flight Review

Current - YES

Months Since - 0

Aircraft Type - UNK/NR

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

Total - 5650 Last 24 Hrs - 4

Make/Model- 1308 Last 30 Days- UNK/NR

Instrument- 85 Last 90 Days- 96

Multi-Eng - UNK/NR Rotorcraft - 5550

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE HELICOPTER EXPERIENCED A TAIL ROTOR FAILURE SHORTLY AFTER DEPARTING THE AIRPORT ON A VFR LOCAL SLING LOADING FLT. THE PLT STATED THAT, "AT APPROX 500 FT ASL ON CLIMB OUT EXPERIENCED SUDDEN, SEVERE VIBRATION. MADE A 180 DEGREE TURN TO RETURN TO AIRPORT & STARTED A RAPID DESCENT. AT ABOUT 200 FT TURNED BACK INTO WIND FOR AUTOROTATION LANDING TO TAXI-WAY H. HAD NO TAIL ROTOR CONTROL AT THIS POINT SO ELECTED TO MAKE A RUNNING LANDING ON TAXIWAY." INVESTIGATION REVEALED AN INFLT FAILURE OF THE TAIL ROTOR AFTER THE LEADING EDGE ABRASION STRIP HAD BECOME DETACHED. EXAMINATION REVEALED EVIDENCE OF A COHESIVE FAILURE THE MANUFACTURING PROCESS.

Brief of Accident (Continued)

File No. - 3214

5/25/84

HONOLULU, HI

A/C Reg. No. N211EH

Time (Lcl) - 1345 HST

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

Finding(s)

1. ROTOR SYSTEM, TAIL ROTOR BLADE ABRASION STRIP - FAILURE, TOTAL
2. ROTOR SYSTEM, TAIL ROTOR BLADE ABRASION STRIP - SEPARATION
3. AUTOROTATION - NOT POSSIBLE - PILOT IN COMMAND
4. MATERIAL DEFECT - MANUFACTURER

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3294      7/29/84      DES MOINES, IA      A/C Reg. No. N1654H      Time (Lcl) - 2210 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	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	1	0
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA32R300	Eng Make/Model - LYCOMING TIO-540	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 - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DES MOINES,IA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	COUNCIL BLUFFS,IA	Runway Ident - N/A
Wind Dir/Speed- 008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 480
SE LAND,ME LAND	Months Since - 11	Last 24 Hrs - 5
HELICOPTER	Aircraft Type - PA-32	Make/Model- 50
		Last 30 Days- 5
		Instrument- 74
		Last 90 Days- 5
		Multi-Eng - 23
		Rotorcraft - 93

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENG BEGAN TO "SHUDDER BADLY" UPON REACHING A CRUISE ALT OF 3500 FT MSL SHORTLY AFTER TAKEOFF. THE PLT MADE A 180 DEG COURSE REVERSAL TO RETURN TO THE ARPT BUT REPORTED TO ATC HE WAS UNABLE TO SEE OUTSIDE THE ACFT BECAUSE OIL WAS SMEARED ON THE ACFT. THE ENG LOST TOTAL PWR AFTER THE PLT COMPLETED THE TURN. THE PLT INITIATED A FORCED LANDING ON A FARM DURING WHICH THE LANDING GEAR SEPARATED UPON CONTACTING THE LIP OF A FENCEROW. THE ACFT THEN TRAVELED THRU A BARBED WIRE FENCE WHERE THE WINGS WERE DAMAGED BY FENCE POSTS. METALLURGICAL EXAM OF FAILED ENG COMPONENTS REVEALED 2 CONNECTING RODS FAILED FROM HIGH STRESS FATIGUE. THREE CAM FOLLOWERS SHOWED THE HEADS WERE SEVERLY WORN AND SUFFERED HEAVY SPALLING DAMAGE.

Brief of Accident (Continued)

File No. - 3294

7/29/84

DES MOINES, IA

A/C Reg. No. N1654H

Time (Lc1) - 2210 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, OTHER - WORN
2. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

4. OBJECT - FENCE
5. LANDING GEAR - OVERLOAD

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

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD
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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3305      11/27/84      MASON CITY, IA      A/C Reg. No. N41097      Time (Lcl) - 1405 CST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-SKYTRAK AVIATION	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	2	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	3	
Accident Occurred During	-DESCENT							

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

Make/Model	- CESSNA 421B	Eng Make/Model	- CONTINENTAL GTS10-520-H	ELT Installed/Activated	- YES/YES
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-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	CHICAGO, IL			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	MASON CITY, IA		MINICIPAL	
Wind Dir/Speed	- 280/013 KTS			Runway Ident	- 35
Visibility	- .500 SM	ATC/Airspace		Runway Lth/Wid	- 6504/ 150
Lowest Sky/Clouds	-	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 600 FT OBSCURED	Type of Clearance	- IFR	Runway Status	- WET
Obstructions to Vision	- FOG	Type Apch/Lndg	- VOR/TVOR		
Precipitation	- SNOW				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 2104	Last 24 Hrs - 5
ME LAND	Months Since - 0	Make/Model - 124	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 368	Last 90 Days - 62
		Multi-Eng - 357	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ATP PIC KNEW THAT HE WOULD BE FLYING INTO AREA OF SURFACE ICING. BOOTS ON HORIZONTAL STABILIZER DID NOT REMOVE ICE. OVER RWY AT 30 FT, ACFT STALLED & HIT THE RWY HARD. MANUFACTURER STATES ACFT CANNOT BE CERTIFIED FOR FLT INTO KNOWN ICING. DEICE AND ANTI-ICE EQUIPMENT WAS INSTALLED AT THE FACTORY DURING MANUFACTURE.

Brief of Accident (Continued)

File No. - 3305

11/27/84

MASON CITY, IA

A/C Reg. No. N41097

Time (Lcl) - 1405 CST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. ANTI-ICE/DE-ICE SYSTEM, EMPENNAGE - INADEQUATE
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3236

5/11/84

MARION,IL

A/C Reg. No. N561S

Time (Lcl) - 0530 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI  
Name of Carrier -ST. LOUIS FLIGHT SYSTEM I  
Type of Operation -NON SCHED,DOMESTIC,CARGO  
Flight Conducted Under -14 CFR 135  
Accident Occurred During -TAKEOFF

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - BEECH E18S  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 9300  
No. of Seats - 2

Eng Make/Model - P&W R-985-AN14B  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 450 HP

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 230/012 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 12000 FT SCATTERED  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAWN

Itinerary

Last Departure Point  
MARION,IL  
Destination  
CAPE GIRARDEAU,MO

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 - IFR  
Type of Clearance - NONE  
Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
SE LAND,ME LAND

Age - UNK/NR

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	- 8000	Last 24 Hrs	- UNK/NR
Make/Model-	8000	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 CRASHED AFTER TAKEOFF FROM RWY 29 AT WILLIAMSON COUNTY AIRPORT. THE PLT STATED THAT SHE MISMANAGED THE FUEL SYSTEM & THAT SHE "PROBABLY TOOKOFF ON FUMES." SHE FURTHER STATED THAT SHE SHOULD HAVE TOLD THE COMPANY "I'M TO TIRED TO MAKE THIS FLT."



Brief of Accident (Continued)

File No. - 3236

5/11/84

MARION,IL

A/C Reg. No. N561S

Time (Lc1) - 0530 CDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION,FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

4. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3194

9/03/84

OLNEY, IL

A/C Reg. No. N6620H

Time (Lcl) - 1615 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - PIPER J3C-65  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1220  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 90 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

Itinerary

Last Departure Point  
OLNEY, IL  
Destination  
CHARLESTON, IL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 360/010 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 3000 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

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

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

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

Age - 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 - 290  
Make/Model- 224  
Instrument- 0  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 196

Instrument Rating(s) - NONE

-----Narrative-----

THE A/C WAS FLOWN IN AN AIRSHOW BY THE OWNER. AFTER HE LANDED THE ACFT WAS SHUT DOWN AND REFUELED. THE REFUELING AND THE PREFLIGHT WERE DONE RAPIDLY TO ALLOW THE OWNERS SON, A STUDENT PLT, TO LEAVE THE AIRPORT AHEAD OF THE CROWD. ABOUT 3 MINUTES AFTER TAKEOFF AT AN ALTITUDE OF ABOUT 1,000 FT THE ENGINE QUIT. THE ACFT WAS LANDED IN A CORN FIELD AND WAS SUBSTANTIALLY DAMAGED. INVESTIGATION BY THE OWNER REVEALED THAT THE FUEL VALVE CONFIGURATION LEFT ONLY ABOUT 1/2 GALLON OF FUEL IN THE HEADER TANK AVAILABLE TO THE ENGINE. THE STUDENT PILOT DID NOT ATTEMPT TO CORRECT THE VALVE POSITION DURING DESCENT.

Brief of Accident (Continued)

File No. - 3194

9/03/84

OLNEY,IL

A/C Reg. No. N6620H

Time (Lc1) - 1615 CDT

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

Finding(s)

1. FUEL SYSTEM,SELECTOR VALVE - NOT SWITCHED
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
4. FUEL TANK SELECTOR POSITION - NOT IDENTIFIED - PILOT IN COMMAND
5. FLUID,FUEL - STARVATION
6. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

8. TERRAIN CONDITION - NONE SUITABLE
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) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3174      10/12/84      HOOPESTON,IL      A/C Reg. No. N734ML      Time (Lc1) - 1959 CDT

-----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	1	Serious	Minor	None
Accident Occurred During -DESCENT			0	0	0	0

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PAXTON,IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	LAFAYETTE,IN	Runway Ident - N/A
Wind Dir/Speed- 090/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----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 - 52
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - 172	Make/Model- 1
		Instrument- 1
		Last 30 Days- 8
		Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED SHORT OF DESTINATION & REPORTED TO FSS THAT HE DID SO BECAUSE OF THUNDERSTORMS IN THE AREA. AFTER RECEIVING A WX BRIEFING THE NON-INST PLT CANCELLED HIS VFR FLT PLAN. ONE HOUR LATER THE PLT CALLED FSS & WAS RE-BRIEFED ON THE WX. THE WX AT HIS DESTINATION, 55 MI TO THE EAST, WAS VFR. THE PLT RE-FILED HIS FLT PLAN & DEPARTED INTO DARK NIGHT CONDITIONS. THE ACFT CRASHED 17.5 MI EAST OF HIS DEPARTURE POINT. LOCAL RESIDENTS REPORTED HEAVY RAIN IN THE AREA. THE 52 HR TOTAL TIME PLT CRASHED IN A DESCENDING RT TURN IN AN OPEN FIELD. THIS WAS THE PLT'S FIRST SOLO FLT IN THIS MAKE/MODEL ACFT.

Brief of Accident (Continued)

File No. - 3174

10/12/84

HOOPESTON,IL

A/C Reg. No. N734ML

Time (Lc1) - 1959 CDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM

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

Finding(s)

2. WEATHER CONDITION - RAIN
3. PREFLIGHT BRIEFING SERVICE - SELECTED - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - OPEN FIELD

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3059      10/26/84      JOLIET, IL      A/C Reg. No. N30675      Time (Lcl) - 2225 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
1  
0

Injuries

Serious  
0  
1

Minor  
0  
1

None  
0  
0

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

Make/Model - PIPER PA-28-181  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2550  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 180/010 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - 200 FT  
Lowest Ceiling - 200 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
ATLANTA, GA  
Destination  
WEST CHICAGO, IL

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

JOLIET PARK DISTRICT  
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 - 24  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 369  
Last 24 Hrs - 5  
Make/Model- 3  
Last 30 Days- 25  
Instrument- 34  
Last 90 Days- 27  
Multi-Eng - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PVT PLT INVITED A CFI TO ACCOMPANY THE X-COUNTRY FLT BECAUSE HE WAS NOT INSTRUMENT RATED AND MARGINAL WX WAS FORECAST. ON RETURN TRIP FROM ATLANTA THE CFI FILED AN IFR FLT PLAN. DURING THE FLT, THE RT FUEL TANK WAS RUN DRY. UPON REACHING THE CHICAGO AREA, THE FLT WAS CLEARED DIRECT JOLIET, DIRECT DUPAGE, AND DESCEND TO 4000 FT. THE PVT PLT STATED THE CFI RELINQUISHED CNTRL OF TE ACFT AFTER STATING, "I HAVE A SEVERE CASE OF VERTIGO." PVT PLT STATED HE TOOK CONTROL OF THE ACFT. SHORTLY THEREAFTER, HE REQUESTED A LANDING AT JOLIET BECAUSE OF LOW FUEL. THE FLT WAS GIVEN RADAR VECTORS TO JOLIET AFTER TE PVT PLT STATED HE COULD NOT FLY AN INSTRUMENT APCH. ARTCC INFORMED THE FLT THEY WERE "RIGHT OVER THE AIRPORT" HOWEVER, THE PVT PLT STATED THEY NEVER LOCATED IT. HE CONTINUED THAT AFTER DESCENDING TO GROUND CONTACT ALT, THE ENG QUIT AND HE BEGAN LINING UP TO LAND ON A HWY AT WHICH TIME THE CFI "GRABBED THE YOKE AND PUT US INTO A STEEP TURN TO THE LEFT RIGHT INTO A GROVE OF TREES." THE CFI WAS FATALLY INJURED IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3059

10/26/84

JOLIET, IL

A/C Reg. No. N30675

Time (Lcl) - 2225 CDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
4. RELINQUISHING OF CONTROL - POOR - PILOT IN COMMAND
5. IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation DESCENT - NORMAL

Finding(s)

6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
7. FLUID, FUEL - EXHAUSTION
8. AIRCRAFT HANDLING - ATTEMPTED - UNQUALIFIED PERSON

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

Finding(s)

9. CONTROL INTERFERENCE - PERFORMED - PILOT IN COMMAND

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

Finding(s)

10. OBJECT - TREE(S)

Occurrence #5 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) 6,9

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3123      11/23/84      WAUKEGAN, IL      A/C Reg. No. N53134      Time (Lcl) - 1015 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	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 - CESSNA 172P	Eng Make/Model - LYCOMING 3-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WAUKEGAN, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WAUKEGAN MEMORIAL
Wind Dir/Speed- CALM		Runway Ident - 23
Visibility - 5.0 SM	ATC/Airspace	Runway Lth/Wid - 4600/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- HAZE	Type Apch/Lndg - FORCED LANDING	
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, CFI	Current - YES	Total - 1996
SE LAND, ME LAND	Months Since - 9	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 900
		Last 30 Days- UNK/NR
		Instrument- 345
		Last 90 Days- 55
		Multi-Eng - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN DURING A FORCED LANDING FOLLOWING A LOSS OF POWER DURING TAKEOFF. INVESTIGATION REVEALED THAT TWO DAYS PREVIOUSLY A LOSS OF POWER HAD OCCURED DURING A TEST FLT WHICH WAS VIRTUALLY IDENTICAL TO THE POWER LOSS EXPERIENCED DURING THIS ACCIDENT. ONLY THE PLT HAD SUFFICIENT ALT TO EXECUTE A 180 DEG TURN AND LAND BACK ON THE RWY. AFTER THIS FLT HEET (DRY ICE) WAS ADDED TO EACH FUEL TANK. ANALYSIS OF THE LIQUID DRAINED FROM THE ACFT FOLLOWING THE ACC REVEALED A MIXTURE OF WATER AND METHANOL. METHANOL IS THE MAIN INGREDIENT OF HEET. THE ACFT ENG & CARB WERE TESTED & OPERATED NORMALLY.



Brief of Accident (Continued)

File No. - 3123

11/23/84

WAUKEGAN, IL

A/C Reg. No. N53134

Time (Lc1) - 1015 CST

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

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLUID, ANTI-ICE ADDITIVE - IMPROPER
4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - IMPROPER - COMPANY/OPERATOR MGMT
6. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. TERRAIN CONDITION - ROUGH/UNEVEN
9. TERRAIN CONDITION - HIGH VEGETATION

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

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

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. - 3122      11/24/84      ROMEDEVILLE, IL      A/C Reg. No. N1846J      Time (Lc1) - 2330 CST

-----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	1	0	0
Accident Occurred During	-LANDING	ON GROUND	Pass	0	0	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	- 2050	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	OFF AIRPORT/STRIP
Method	- UNK/NR	SCHAUMBURG, IL	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	OLNEY-NOBLE, IL	LEWIS LOCKPORT
Wind Dir/Speed	- 180/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 5.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- HAZE		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 1068
SE LAND	Months Since - 2	Make/Model	- UNK/NR
	Aircraft Type - UNK/NR	Instrument	- 0
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE A TTL LOSS OF POWER OCCURRED. THE ACFT NOSED OVER DURING THE FORCED LANDING IN AN OPEN FIELD. A FIRE THEN ERUPTED. INSPECTION OF THE ENGINE REVEALED NO FAILURES OR MALFUNCTIONS. THE RIGHT WING FUEL TANK WAS FOUND EMPTY AND THE LEFT TANK CONTAINED A SMALL AMOUNT OF FUEL.

Brief of Accident (Continued)

File No. - 3122

11/24/84

ROMEOVILLE, IL

A/C Reg. No. N1846J

Time (Lc1) - 2330 CST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
  3. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
  5. LIGHT CONDITION - DARK NIGHT
- 

Occurrence #4        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

Occurrence #5        FIRE  
Phase of Operation    OTHER

-----

----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. - 3114      12/01/84      STERLING,IL      A/C Reg. No. N9370K      Time (Lcl) - 1330 CST

-----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	1	
Accident Occurred During -LANDING			0	0	0	0	

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

Make/Model - STINSON 108-2	Eng Make/Model - FRANKLIN 6A4-165-B3	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1620	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 165 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	MT. MORRIS,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WHITESIDE
Wind Dir/Speed- 290/008 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2000 FT OVERCAST	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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 79
SE LAND	Months Since - 9	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 9
		Last 30 Days- UNK/NR
		Instrument- 5
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUND LOOPED & CARTWHEELED WHILE LANDING DURING A PERSONAL FLT. THE PLT LACKED EXPERIENCE IN TAILWHEEL TYPE ACFT.

Brief of Accident (Continued)

File No. - 3114

12/01/84

STERLING, IL

A/C Reg. No. N9370K

Time (Lcl) - 1330 CST

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

Finding(s)

1. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
  2.      IMPROPER USE OF PROCEDURE, EXPERIENCE - 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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3124      12/04/84      CHAMPAIGN, IL      A/C Reg. No. N2910F      Time (Lcl) - 1408 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - CESSNA 182J

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2800

No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 240/007 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 15000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHAMPAIGN, IL

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

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)

PRIVATE

SE LAND

Age - 54

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2040

Make/Model- UNK/NR

Instrument- 30

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

N2910F, NOSED OVER IN A FIELD AFTER ENGINE FAILURE DURING INITIAL CLIMB ON A BIENNIAL FLIGHT REVIEW. WHEN THE ACFT WAS EXAMINED FOLLOWING THE ACC, A TWO INCH ICICLE WAS FOUND IN THE BOTTOM OF THE RT FUEL TANK LOCATED AT THE FUEL LINE CONNECTION. THE FUEL FROM BOTH TANKS WAS DRAINED INTO A CONTAINER & ABOUT ONE-HALF CUP OF WATER WAS IN THE FUEL. A "RIPPLE" ABOUT 1/4 TO 1/2 INCH IN HEIGHT WAS FOUND IN THE FUEL TANK.

Brief of Accident (Continued)

File No. - 3124

12/04/84

CHAMPAIGN,IL

A/C Reg. No. N2910F

Time (Lc1) - 1408 CST

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

Finding(s)

1. FLUID,FUEL - STARVATION
  2. FLUID,FUEL - FROZEN
  3.    AIRCRAFT PREFLIGHT - PERFORMED - PILOT IN COMMAND
  4.    AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - MANUFACTURER
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3181      12/17/84      LINCOLN, IL      A/C Reg. No. N2776Q      Time (Lcl) - 1440 CST

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

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

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

Make/Model - CESSNA 182K	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
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- 230/013 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 12000 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 LINCOLN, IL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>LOGAN COUNTY</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 2700/ 70</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 149
SE LAND	Months Since - 1	Make/Model- 110
	Aircraft Type - C-182K	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL DURING THE LANDING ROLL. THE ACFT VEERED TO THE RIGHT, ROLLED THROUGH 60 FT OF SOD, STRUCK A DEAD FURROW & NOSED UP. WINDS WERE FROM 230 DEGREES AT 13 KTS. THE PLT STATED HE SHOULD HAVE USED MORE RUDDER FOR CROSS WIND CORRECTION.



Brief of Accident (Continued)

File No. - 3181

12/17/84

LINCOLN, IL

A/C Reg. No. N2776Q

Time (Lcl) - 1440 CST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
3. RUDDER - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - DITCH

Occurrence #3      NOSE DOWN  
Phase of Operation      LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3183

12/22/84

STAUNTON, IL

A/C Reg. No. N8232F

Time (Lcl) - 1705 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	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

Fire  
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 270/005 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
ST. LOUIS, MO  
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

WILLHOLT  
Runway Ident - 27  
Runway Lth/Wid - 1000 -UNK/NR  
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 - 7  
Aircraft Type - UNK/NR

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

Total	-	340	Last 24 Hrs -	4
Make/Model-	260		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	120

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF AT A PRIVATE AIRSTRIP, THE ACFT CONTACTED A PARKED TRUCK. THE PLT ATTRIBUTED THE COLLISION TO HIS LACK OF ALERTNESS.

Brief of Accident (Continued)

File No. - 3183

12/22/84

STAUNTON,IL

A/C Reg. No. N8232F

Time (Lc1) - 1705 CST

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

Finding(s)

1. LIGHT CONDITION - DUSK
2. OBJECT - VEHICLE
3. VISUAL LOOKOUT - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND

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

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

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. - 3316      1/30/84      TERRE HAUTE, IN      A/C Reg. No. N63Z      Time (Lc1) - 0630 EST

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

Type Operating Certificate-COMMUTER

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

2

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model      - SWEARINGEN SA226TC  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 12500  
No. of Seats      - UNK/NR

Eng Make/Model      - GARRETT TPE-331  
Number Engines      - 2  
Engine Type      - TURBOPROP  
Rated Power      - 840 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 280/010 KTS  
Visibility      - 4.000 SM  
Lowest Sky/Clouds      - 1200 FT  
Lowest Ceiling      - 1200 FT BROKEN  
Obstructions to Vision- FOG  
Precipitation      - DRIZZLE  
Condition of Light      - DAWN

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
EVANSVILLE, IN

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HULMAN REGIONAL  
Runway Ident      - 23  
Runway Lth/Wid      - 9020/ 150  
Runway Surface      - ASPHALT  
Runway Status      - WET

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

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

Age - 64  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - BE-99

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

Total      - 19189  
Make/Model- 1501  
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-----

AFTER TAKING OFF FROM RWY 23, THE ACFT CRASHED SSW OF THE ARPT ABOUT 6300 FT FROM THE DEPARTURE END OF THE RWY & ABOUT 1800 FT TO THE LEFT OF THE RWY CENTERLINE. IMPACT OCCURRED WHILE THE ACFT WAS IN A STEEP DESCENT. THE WRECKAGE PATH WAS SCATTERED ALONG A HEADING OF 035 DEG FROM THE INITIAL IMPACT POINT. THE ACFT WAS DEMOLISHED BY IMPACT & FIRE & NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND THAT WOULD HAVE CAUSED THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3316

1/30/84

TERRE HAUTE, IN

A/C Reg. No. N63Z

Time (Lc1) - 0630 EST

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

Finding(s)

1. UNDETERMINED
  2. LIGHT CONDITION - DAWN
  3. WEATHER CONDITION - RAIN
  4. WEATHER CONDITION - FOG
- 

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3162	7/05/84	WINCHESTER, IN	A/C Reg. No. N59DB	Time (Lcl) - 0905 EST
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-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED		Injuries	
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0
Accident Occurred During -DESCENT			3	0
				Minor
				0
				None
				0

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

Make/Model - CESSNA 414A	Eng Make/Model - CONTINENTAL TS10-520-NB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FT. WAYNE, IN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ATLANTA, GA	
Wind Dir/Speed- 230/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 1000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 650	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 200	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - 250	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

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-----Narrative-----

THE ACFT ENTERED AN EMBEDDED THUNDERSTORM AFTER BEING ADVISED BY ARTC OF SEVERAL LARGE AREAS OF HEAVY PRECIP IN HIS AREA & ALONG THE VICINITY OF HIS FLT PATH. THE PLTS RESPONSE WAS THAT HIS ACFT RADAR SHOWED NO BUILD-UPS OR RETURNS. ATC ALLOWED DEVIATIONS AT PLTS DISCRETION ACCORDING TO THE RECORDED TAPED CONVERSATION. THE PLT CONTINUED HIS FLT PATH & WAS LOST ON RADAR SHORTLY THEREAFTER IN A DESCENDING RT TURN AT 16800 FT MSL. WITNESSES SAW HIM EXIT THE BOTTOM OF THE CLOUD AT ABOUT 1000 FT AGL. THE WINGS WERE SEEN TO SEPARATE FROM THE FUSELAGE. OTHER WITNESSES SAW THE FUSELAGE DESCEND INVERTED, MINUS THE WINGS, EMPANNAGE & ENGINES, TO IMPACT IN A CORN FLD. THE WRECKAGE WAS SCATTERED OVER AN AREA 1 & 1/2 MILES LONG & 1/2 MILE WIDE. WITNESSES WHO HAD OBSERVED THE ACFTS PREPARATIONS FOR DEPARTURE DESCRIBED IT AS "MASS CONFUSION" IN THE COCKPIT. THE ACFT REPORTEDLY CREPT FOWARD SIX TIMES DURING AN EXTENDED 10-15 MINUTE CHECKLIST WHILE THE ENGINES WERE RUNNING AT A HIGH RPM SETTING ON A RAMP WITH OTHER ACFT & PEOPLE AROUND.

Brief of Accident (Continued)

File No. - 3162

7/05/84

WINCHESTER, IN

A/C Reg. No. N59DB

Time (Lc1) - 0905 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  4. WEATHER CONDITION - THUNDERSTORM
  5. FLIGHT ADVISORIES - NOT FOLLOWED - PILOT IN COMMAND
  6.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
  7.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
  9. WING - SEPARATION
  10. FLIGHT CONTROL SURFACES/ATTACHMENTS - SEPARATION
  11. ENGINE ASSEMBLY - SEPARATION
- 

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

Finding(s)

12. TERRAIN CONDITION - OPEN FIELD
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,7,8

Factor(s) relating to this accident is/are finding(s) 2,4,6,9,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3180      8/11/84      MONTMORENCI, IN      A/C Reg. No. N5770U      Time (Lcl) - 0850 EST

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

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

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

Make/Model - PIPER PA28-140E	Eng Make/Model - LYCOMING O-320E2A	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 - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOBART, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	BRAZIL, IN	Runway Ident - N/A
Wind Dir/Speed- 050/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
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)
PRIVATE	Current - YES	Total - 173
SE LAND	Months Since - 13	Make/Model- 168
	Aircraft Type - 140	Instrument- 7
		Last 24 Hrs - 131
		Last 30 Days- 1
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED WHILE ON A X-COUNTRY PERSONAL TRANSPORTATION FLT. PRIOR TO DEPARTURE, THE PLT TELEPHONED A RELATIVE AT THE DESTINATION, 118 MILES AWAY, & HAD BEEN INFORMED THAT THE FLT CONDITIONS (WX) AT BRAZIL WERE GOOD. THE PLT DID NOT OBTAIN A WX BRIEFING OR FILE A FLT PLAN. THE PLT STATED THAT HE DEPARTED IN VFR FLT CONDITIONS & WHILE CRUISING BETWEEN "1800 & 2000 FT RAN INTO A HEAVY FOG". AT THIS TIME HE WAS APPROX 69 MI SOUTH & REPORTED HE STARTED A LT TURN INTENDING TO RETURN TO VFR CONDITIONS. THE ACFT DESCENDED DURING THE TURN & STRUCK THE BOTTOM CABLE OF A HIGH LINE 80 FT AGL. THE PLT WAS SERIOUSLY INJURED & THE PASSENGER KILLED.



Brief of Accident (Continued)

File No. - 3180

8/11/84

MONTMORENCI, IN

A/C Reg. No. N5770U

Time (Lc1) - 0850 EST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
4. IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND
5. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
6. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

7. OBJECT - WIRE, TRANSMISSION

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

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

Finding(s)

8. TERRAIN CONDITION - OPEN FIELD
9. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3179      8/29/84      MUNCIE, IN      A/C Reg. No. N4355N      Time (Lc1) - 1057 EST

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

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

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

Make/Model - PIPER PA-28RT-201	Eng Make/Model - CONTINENTAL TS10-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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-----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	DAYTON, OH	JOHNSON FIELD
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 100
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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-----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 - UNK/NR	Total - 845
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 25
		Instrument- 77
		Multi-Eng - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

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-----Narrative-----

WITNESSES REPORTED THAT WHEN THE ACFT WAS TAKING OFF, THE ENG SOUNDED "ROUGH & WAS BACKFIRING." THEY OBSERVED THE ACFT CROSS THE DEPARTURE END OF THE RWY AT A LOWER ALT & SLOWER SPEED THAN WHAT THEY CONSIDERED AS NORMAL. THEY SAW THE ACFT'S WINGS ROCK, THEN OBSERVED THE ACFT TO ENTER A STEEP LEFT TURN BACK TOWARD THE ARPT. WHILE TURNING, THE GEAR EXTENDED AS THE ACFT WAS APPROACHING TO CROSS OVER A TREELINE. SHORTLY AFTER THAT, THE LEFT WING HIT A TREE (73 FT AGL), THEN THE ACFT CRASHED & WAS DEMOLISHED BY FIRE. DURING THE INVESTIGATION, AN EXAM OF THE WRECKAGE AND A TEARDOWN OF THE ENG DID NOT REVEAL THE REASON FOR THE POWER LOSS. BOTH FRONT SEAT OCCUPANTS WERE RATED PLTS. THE OCCUPANT IN THE LEFT FRONT SEAT DID NOT HAVE A CURRENT BFR, BUT THE RIGHT FRONT SEAT PLT WAS A CERTIFIED FLT INSTRUCTOR.

Brief of Accident (Continued)

File No. - 3179

8/29/84

MUNCIE, IN

A/C Reg. No. N4355N

Time (Lc1) - 1057 EST

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

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

Finding(s)  
2. 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3014      9/22/84      RICHMOND, IN      A/C Reg. No. N4433P      Time (Lcl) - 1315 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - PIPER PA-23-160  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3800  
No. of Seats - 5

Eng Make/Model - LYCOMING O-320-B38  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 225/010 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HAMILTON, OH  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

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)

ATP, CFI  
SE LAND, ME LAND  
GLIDER

Age - 56

Biennial Flight Review

Current - YES  
Months Since - 0  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6349	Last 24 Hrs -	0
Make/Model-	74	Last 30 Days-	UNK/NR
Instrument-	490	Last 90 Days-	138
Multi-Eng -	990		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH POWER LINES AND CROPS AFTER A LOSS OF POWER WHILE ON A TRAINING FLT. THE CFI AND STUDENT PLT WERE PRACTICING IN CRUISE, SINGLE ENG SIMULATION BY LEANING THE RT ENG AND SETTING A "ZERO" THRUST CONDITION. THE STUDENT WAS THEN TO SET THE ACFT UP FOR A SINGLE ENG APPROACH TO THE RICHMOND, IN, AIRPORT. WHEN THE STUDENT PLT HAD TROUBLE MAINTAINING AIRSPEED AND ALTITUDE THE CFI TOOK CONTROL OF THE THROTTLE QUADRANT BY MOVING ALL LEVERS FORWARD. SHE CALLED FOR, "EVERYTHING UP OVER THERE," MEANING THAT THE STUDENT INSURE ALL SWITCHES ON THE LEFT SIDE WERE IN THE "UP" POSITION. WHEN POWER COULD NOT BE RESTORED THE CFI LOWERED THE LANDING GEAR AND FLAPS, FLEW THROUGH THE POWER LINES AND LANDED IN A CORN FIELD. BOTH PLTS STATED THAT THEY HAD PARTIAL POWER IN THE RT ENG AND COMPLETE FAILURE IN THE LT ENG. EXAMINATION OF THE WRECKAGE REVEALED A SMALL AMT OF WATER IN BOTH CARB BOWLS AND A LEFT MAG ON THE RT ENG THAT WAS NOT AUTHORIZED FOR USE ON THIS ACFT & DID NOT PRODUCE SPARK DURING TEST.

Brief of Accident (Continued)

File No. - 3014

9/22/84

RICHMOND, IN

A/C Reg. No. N4433P

Time (Lcl) - 1315 EDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING

Finding(s)

1. UNDETERMINED
2. IGNITION SYSTEM, MAGNETO - INCORRECT
3. MAINTENANCE, 100 HOUR INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL

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

Finding(s)

4. OBJECT - WIRE, TRANSMISSION
5. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
6. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
7. IMPROPER DECISION, COMPLACENCY - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6,7

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3170      10/30/84      MC CORDSVILLE, IN      A/C Reg. No. N8069G      Time (Lc1) - 1530 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries 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	1
Accident Occurred During      -LANDING					

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

Make/Model      - HUGHES 500D/369D	Eng Make/Model      - ALLISON 250-C20B	ELT Installed/Activated      - NO -N/A
Landing Gear      - TRICYCLE-FIXED	Number Engines      - 1	Stall Warning System      - NO
Max Gross Wt      - 3550	Engine Type      - TURBOSHAFT	
No. of Seats      - 5	Rated Power      - 375 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	BROOKSIDE, IN	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	BROOKSIDE
Wind Dir/Speed- 210/009 KTS	ATC/Airspace	Runway Ident      - N/A
Visibility      - 9.0      SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - N/A
Lowest Sky/Clouds      - 2500 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - N/A
Lowest Ceiling      - 8000 FT 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      - 39	Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current      - NO	Total      - 2588
SE LAND, ME LAND	Months Since      - UNK/NR	Last 24 Hrs      - 2
HELICOPTER	Aircraft Type      - UNK/NR	Make/Model- 1026
		Last 30 Days- UNK/NR
		Instrument- 2417
		Last 90 Days- 44
		Multi-Eng      - 31

Instrument Rating(s)      - NONE

-----Narrative-----

THE HELICOPTER LANDED HARD DURING AN AUTOROTATIVE DESCENT WHILE ON A TEST FLT & CHOPPED OFF THE TAIL BOOM. THE PLT STATED HE LOST POWER AT 150 FT AGL & ENTERED AUTOROTATION. INVESTIGATION REVEALED THAT THE FUEL QUANTITY FLOAT HAD BECOME INTANGLED WITH THE FUEL PUMP ELECTRICAL LINE. THIS RESULTED IN AN INDICATION OF 150 LBS OF FUEL ON THE FUEL GAUGE WHEN IN FACT THERE WAS NO FUEL IN THE TANKS, LINES OR FILTERS. THERE IS A WARNING IN THE MAINTENANCE MANUAL STATING THE FUEL PUMP ELECTRICAL LINE SHOULD BE TIE WRAPPED TO THE FUEL LINE SO AS NOT TO INTERFERE WITH THE FLOAT.

Brief of Accident (Continued)

File No. - 3170

10/30/84

MC CORDSVILLE, IN

A/C Reg. No. N8069G

Time (Lc1) - 1530 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
  3. MISCELLANEOUS - MOVEMENT RESTRICTED
  4. MAINTENANCE, INSTALLATION - NOT FOLLOWED - OTHER MAINTENANCE PSNL
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION - MISJUDGED - PILOT IN COMMAND
  6. IMPROPER USE OF FACILITY, INADEQUATE TRAINING - PILOT IN COMMAND
- 

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

Finding(s)

7. ROTOR RPM - 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) 1,4,5,7

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3058      11/20/84      VALPARAISO, IN      A/C Reg. No. N31747      Time (Lcl) - 1215 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  
DESTROYED

Fire  
NONE

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

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

Make/Model      - CESSNA 310N  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5200  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL IO-470-V  
Number Engines - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 260 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- 300/015 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds - 15000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
JACKSONVILLE, TX

Destination  
VALPARAISO, IN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

UNKNOWN  
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, ME LAND

Age - 43

Biennial Flight Review

Current      - YES  
Months Since - 21  
Aircraft Type - C-172

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

Total	- 1645	Last 24 Hrs	- UNK/NR
Make/Model-	333	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
Multi-Eng	- 333		

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT STALLED AND IMPACTED THE TERRAIN DURING A FORCED LANDING. WITNESSES OBSERVED THE ACFT FLYING AT "TREE TOP LEVEL" WITH THE WINGS "WAGGING". ONE WITNESS REPORTED HEARING NO ENGINE SOUNDS. THE ACFT IMPACTED THE TERRAIN (OPEN FIELD) IN A NEAR VERTICAL NOSE DOWN ATTITUDE, APRX 100 FT SOUTH OF A HIGHWAY. LANDING GEAR WAS FOUND IN THE EXTENDED POSITION AND FLAPS WERE NEAR FULL DOWN. BOTH PROPS WERE FEATERED AND NO FUEL WAS FOUND IN THE FUEL SYSTEM.



Brief of Accident (Continued)

File No. - 3058

11/20/84

VALPARAISO, IN

A/C Reg. No. N31747

Time (Lcl) - 1215 CST

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

Finding(s)

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

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
5. GEAR EXTENSION - PERFORMED - PILOT IN COMMAND
6. LOWERING OF FLAPS - PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3152      12/07/84      LAFAYETTE, IN      A/C Reg. No. N738CE      Time (Lcl) - 1400 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	0
Pass	0	0	0	1
Other	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-UNK/NR  
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- UNK/NR  
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  
LAFAYETTE, IN  
Destination  
ALEXANORIA, MN

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

PURDUE UNIV.  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 46  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 6350      Last 24 Hrs - 44  
Make/Model- 1369      Last 30 Days- UNK/NR  
Instrument- 1550      Last 90 Days- 209  
Multi-Eng - 3350

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TURNING THE PROP BY HAND TO LUBRICATE THE ENGINE IT UNINTENTIONALLY STARTED AND RAN AT APRX 1700 RPM. THE ACFT WAS NOT CHOCKED OR TIED DOWN AND THE PARKING BRAKE WAS NOT SET. THE ACFT TRAVELED ACROSS THE RAMP AND COLLIDED WITH AN EMPTY T-HANGAR. AFTER THE ACCIDENT THE MAGNETOS WERE FOUND SWITCHED TO THE BOTH POSITION, THE MIXTURE WAS RICH, MASTER SWITCH WAS OFF AND THE THROTTLE WAS OPEN APRX 1 1/2 INCHES. THE MAGNETOS WERE LATER TESTED AND FOUND TO OPERATE NORMALLY.

Brief of Accident (Continued)

File No. - 3152

12/07/84

LAFAYETTE, IN

A/C Reg. No. N738CE

Time (Lcl) - 1400 EST

---

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
  2. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INADVERTENT - PILOT IN COMMAND
  3. OBJECT - BUILDING(NONRESIDENTIAL)
  4. JUDGEMENT - POOR - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3126      12/09/84      ALBION, IN      A/C Reg. No. N5219M      Time (Lcl) - 1030 EST

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

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

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

Make/Model	- TAYLORCRAFT BC12-D	Eng Make/Model	- CONTINENTAL A-65-8	ELT Installed/Activated	- NO -N/A
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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - UNK/NR</p> <p>Wind Dir/Speed- 180/006 KTS</p> <p>Visibility - 2.500 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point CHURUBUSCO, IN</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 - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data GREEN CENTER</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-----

Pilot-In-Command	Age - 43	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 462
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

CARBURETOR ICING CONDITIONS EXISTED ON THE DAY OF THE ACCIDENT. THE PLT STATED THAT AFTER TAKEOFF, HE STAYED IN THE TRAFFIC PATTERN TO ENSURE HE WOULD NOT EXPERIENCE CARBURETOR ICING PROBLEMS. HE THEN DEPARTED THE TRAFFIC PATTERN & OVERFLEW A WOODED AREA LOOKING FOR A WOUNDED DEER. HE REDUCED POWER & APPLIED CARBURETOR HEAT WHILE SLOWING THE ACFT & DESCENDING. THE PLT REPORTED THAT WHILE THE ENG WAS OPERATING AT 1000 RPM, IT LOST POWER WITH SYMPTOMS OF CARBURETOR ICE. HE SLOWED THE ACFT TO A STALL BEFORE COLLIDING WITH TREES & THE GROUND.

Brief of Accident (Continued)

File No. - 3126

12/09/84

ALBION, IN

A/C Reg. No. N5219M

Time (Lcl) - 1030 EST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING

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

Finding(s)

3. OBJECT - TREE(S)
- 

Occurrence #4        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3056 10/28/84 WHITE MILLS,KY

A/C Reg. No. N34111

Time (Lcl) - 1833 EST

-----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	1	0

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

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

Make/Model - CESSNA 177RG  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2800  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
BOWLING GREEN,KY  
Destination  
ELIZABETHTOWN,KY

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 260/002 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - 4000 FT SCATTERED  
Lowest Ceiling - 8000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - RAIN  
Condition of Light - NIGHT(DARK)

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)  
PRIVATE  
SE LAND

Age - 39  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - C-177RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 550  
Make/Model- 255  
Instrument- 10  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 255

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE A GEAR-UP FORCED LANDING AFTER EXPERIENCING A TOTAL LOSS OF POWER DURING CRUISE FLT. POST ACCIDENT INSPECTION OF THE AIRCRAFT REVEALED LESS THAN 12 OUNCES OF FUEL ON BOARD. PLT STATED HE DID NOT VISUALLY CHECK THE FUEL QUANTITY ON THE DAY OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3056

10/28/84

WHITE MILLS, KY

A/C Reg. No. N34111

Time (Lc1) - 1833 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
  4. FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
- 

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

Finding(s)

6. TERRAIN CONDITION - WET
  7. 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) 2,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3215      12/13/84      BURLINGTON, KY      A/C Reg. No. N5211S      Time (Lcl) - 1931 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire  
NONE

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

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

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

Eng Make/Model      - LYCOMING IO-540-K1A5  
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      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed-      070/007 KTS  
Visibility      - 1.250 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 200 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
WAVERLY, TN  
Destination  
CINCINNATI, OH

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - ILS-COMPLETE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

GREATER CINCINNATI ARPT  
Runway Ident      - 36  
Runway Lth/Wid      - 9501/ 150  
Runway Surface      - CONCRETE  
Runway Status      - WET

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

Pilot-In-Command

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

Age - 45

Biennial Flight Review

Current      - UNK/NR  
Months Since      - 1  
Aircraft Type      - PA-34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 610	Last 24 Hrs	- 9
Make/Model	- 0	Last 30 Days	- 55
Instrument	- 93	Last 90 Days	- 179
Multi-Eng	- 91		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT FERRIED VFR BY OWNER. RADIOS REPAIRED BEFORE DEPARTURE, GLIDE SLOPE RECEIVER FOUND INOP. AT FUEL STOP WX WAS FORECAST IFR FOR DESTINATION. AN IFR INSTRUCTOR WAS THEN HIRED FOR THE REMAINING FLT. OWNER SHOWED WORK ORDER TO CFI WHO INCORRECTLY CONCLUDED THAT THE GLIDE SLOPE HAD BEEN REPAIRED. CFI RECALLED WX WAS FORECAST AS 600 FT CEILING AT DESTINATION. NO RECORD FOUND OF HAVING RECEIVED CURRENT WX OF 200 FT CEILING, 1-1/4 MI VIS PRIOR TO APCH. CFI STATED A 500 FPM DESCENT AT 90 KTS WAS USED FOR THE APCH. HE REPORTED FLYING THE ILS RWY 36 APCH AND POINTED OUT TO THE OWNER THAT THE LOCALIZER AND GLIDE SLOPE NEEDLES WERE CENTERED WHEN 2 MILES FROM THE RWY. POST CRASH TEST OF THE GLIDE SLOPE RECEIVER SHOWED IT WAS STILL INOPERATIVE.



Brief of Accident (Continued)

File No. - 3215

12/13/84

BURLINGTON, KY

A/C Reg. No. N5211S

Time (Lcl) - 1931 EST

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. COMM/NAV EQUIPMENT, ILS RECEIVER - INOPERATIVE
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
  4. NAVIGATION RECEIVER - NOT IDENTIFIED - PILOT IN COMMAND
  5. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  6. DECISION HEIGHT - INATTENTIVE - 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. - 3165      12/17/84      BUTLER,KY      A/C Reg. No. N53648      Time (Lcl) - 1851 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
1      0  
1      0

None  
0  
0

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

Make/Model      - CESSNA 337  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 4630  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL IO-360-G  
Number Engines - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 210 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELETYPE  
Completeness      - FULL

Basic Weather      - VMC

Wind Dir/Speed- 180/009 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 3000 FT SCATTERED  
Lowest Ceiling      - 7000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
LEESBURG,VA  
Destination  
LOUISVILLE,KY

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
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)

PRIVATE  
SE LAND,ME LAND

Age - 51

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 1600      Last 24 Hrs - UNK/NR  
Make/Model- 900      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT REPORTED REAR ENG FAILURE FOLLOWED BY FRONT ENGINE. EXAMINATION OF WRECKAGE DISCLOSED THAT FUEL WAS IN RIGHT FUEL SYSTEM, NO FUEL WAS LOCATED IN LEFT INBOARD SYSTEM. WATER WAS FOUND IN BOTH ENGINE FUEL FLOW DIVIDERS. IT WAS NOT DETERMINED IF THE PILOT OPERATED THE CROSSFEED POSITION THROUGHOUT THE FLIGHT.

Brief of Accident (Continued)

File No. - 3165

12/17/84

BUTLER,KY

A/C Reg. No. N53648

Time (Lc1) - 1851 EST

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

Finding(s)

1. FLUID,FUEL - LACK OF
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. FLUID,FUEL - WATER
  4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
- 

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

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
- 

Occurrence #3            ON GROUND COLLISION WITH OBJECT  
Phase of Operation       LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - WIRE,TRANSMISSION
- 

----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3188      12/19/84      GLASGOW, KY      A/C Reg. No. N6077H      Time (Lcl) - 2145 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

1

0

Injuries

Serious

0

1

Minor

0

0

None

0

0

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

Make/Model - PIPER PA-28-161  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2325  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-Q3G  
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 - FSS  
Method - IN PERSON  
Completeness - PARTIAL, LMTD BY PILOT  
Basic Weather - IMC  
Wind Dir/Speed- 350/006 KTS  
Visibility - 2.500 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 400 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
CROSSVILLE, TN  
Destination  
GLASGOW, KY

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - SDF

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GLASGOW MUNI  
Runway Ident - 07  
Runway Lth/Wid - 4000/ 75  
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 - 20  
Aircraft Type - PA-28

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 1300  
Make/Model- UNK/NR  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED ONE MI SHORT OF RWY 07 AT GLASGOW MUNICIPAL AIRPORT WHILE ON SDF RWY 07 INST APP. THERE WERE NO WITNESSES TO THE ACTUAL ACCIDENT OTHER THAN THE SURVIVING PASSENGER WHO STATED THAT THE PLT HAD ASKED HER TO LOOK FOR THE RWY LIGHTS. SHE STATED THAT BOTH SHE & THE PLT SAW THE LIGHTS JUST PRIOR TO SEEING THE TREES. THE AIRPORT MANAGER STATED THAT THE CLOUDS WERE BETWEEN 300 & 500 FT, WITH LIGHT RAIN & FOG. THE PUBLISHED MINIMUMS FOR THE APPROACH BEING FLOWN WERE 400 FT CEILING & ONE MI VISIBILITY. IMPACT OCCURRED FIRST WITH A 13 IN DIAMETER TREE AT ABOUT 20 FT AGL.

Brief of Accident (Continued)

File No. - 3188

12/19/84

GLASGOW, KY

A/C Reg. No. N6077H

Time (Lc1) - 2145 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. OBJECT - TREE(S)
2. WEATHER CONDITION - BELOW APPROACH MINIMUMS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - FOG
6. MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND
7. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

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

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. - 3022      9/12/84      MELVILLE, LA      A/C Reg. No. N46395      Time (Lcl) - 1630 CDT

-----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	0	0	1	
Accident Occurred During -APPROACH			0	0	0	0	

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

Make/Model - FAIRCHILD M-62A (PT-19)	Eng Make/Model - RANGER L440-1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 175 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	HANKS
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 30
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 100
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - UNK/NR
Obstructions to Vision- NONE	GO AROUND	
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)
STUDENT	Current - N/A	Total - 45
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 22
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED THAT THE ACFT TOUCHED DOWN LONG AND BOUNCED. HE APPLIED POWER TO GO-AROUND AND LOST DIRECTIONAL CONTROL COLLIDING WITH A FENCE ON THE LEFT SIDE OF THE RWY. THE WIND WAS CLAM.

Brief of Accident (Continued)

File No. - 3022

9/12/84

MELVILLE, LA

A/C Reg. No. N46395

Time (Lcl) - 1630 CDT

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

Finding(s)  
1. FLARE - IMPROPER - PILOT IN COMMAND  
-----

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

Finding(s)  
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
-----

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)  
3. OBJECT - FENCE  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3035      9/14/84      MANDEVILLE, LA      A/C Reg. No. N737LD      Time (Lcl) - 1650 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
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

Itinerary

Last Departure Point  
COVINGTON, LA  
Destination  
NEW ORLEANS, LA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 090/008 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - 3500 FT SCATTERED  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

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)

PRIVATE  
SE LAND

Age - 26

Biennial Flight Review

Current - YES  
Months Since - 13  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	422	Last 24 Hrs -	1
Make/Model-	195		Last 30 Days-	UNK/NR
Instrument-	3		Last 90 Days-	44

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE AN EMERG LANDING ON THE SOUTH LANES OF THE LAKE PONTCHATRANE CAUSEWAY BRIDGE AFTER ENCOUNTERING A LOSS OF ENG POWER. EXAMINATION OF THE ACFT FUEL TANKS REVEALED BOTH TANKS EMPTY. ACTIVATION OF THE FUEL TANK DRAIN VALVES & THE FUEL STRAINER YIELDED NO FUEL.



Brief of Accident (Continued)

File No. - 3035

9/14/84

MANDEVILLE, LA

A/C Reg. No. N737LD

Time (Lcl) - 1650 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3080      11/05/84      NEW ORLEANS, LA      A/C Reg. No. N8360A      Time (Lcl) - 1240 CST

-----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	-LANDING			0	0	0	2
				0	0	0	0

-----Aircraft Information-----

Make/Model	- ROBINSON R22	Eng Make/Model	- LYCOMING O-320-B2C	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 1300	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 2	Rated Power	- 124 HP			

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	
Method	- N/A	NEW ORLEANS, LA	
Completeness	- N/A	Destination	
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 360/013 KTS	Runway Ident	- N/A
Visibility	- 7.0 SM	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- HAZE		SOFT
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)	
COMMERCIAL,CFI	Current - YES	Total - 1051	Last 24 Hrs - 2
	Months Since - 7	Make/Model - 605	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 65
		Multi-Eng - UNK/NR	Rotorcraft - 1051

Instrument Rating(s) - HELICOPTER

-----Narrative-----

ACCORDING TO THE CFI THERE WAS NO INTENTION TO PERFORM "TOUCHDOWN" AUTOROTATION LANDINGS. DURING THE THIRD SIMULATED POWER LOSS THE CFI REPORTED THAT HE INITIATED THE FLARE AT ABOUT 55 FT AGL. AS AIRSPEED DISSIPATED AND THE SINK RATE CONTINUED THE CFI INCREASED COLLECTIVE ANTICIPATING A "HARD RUN-ON LANDING." THE FRONT OF THE SKIDS DUG INTO THE UNIMPROVED TERRAIN CAUSING THE HELICOPTER TO ROLL OVER. THERE WERE NO REPORTED MECHANICAL MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 3080

11/05/84

NEW ORLEANS, LA

A/C Reg. No. N8360A

Time (Lcl) - 1240 CST

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - SIMULATED - PILOT IN COMMAND(CFI)
  2. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND(CFI)
- 

Occurrence #2        PROPELLER/ROTOR CONTACT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

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Occurrence #3        ROLL OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

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-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3111	11/08/84	WEST MONROE, LA	A/C Reg. No. N6T	Time (Lc1) - 1901 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -DESCENT					

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-----Aircraft Information-----

Make/Model - CESSNA T337B	Eng Make/Model - CONTINENTAL TS10-360-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 210 HP	

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-----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- 150/007 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 5500 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point CEDAR PARK, TX</p> <p>Destination MONROE, LA</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 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 - HIGH VEGETATION</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND</p>	<p>Age - 38</p> <p>Biennial Flight Review Current - YES</p> <p>Months Since - 1</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 - 2756</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 130</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 134</td> <td>Last 90 Days- 92</td> </tr> <tr> <td>Multi-Eng - 1239</td> <td></td> </tr> </table>	Total - 2756	Last 24 Hrs - 2	Make/Model- 130	Last 30 Days- UNK/NR	Instrument- 134	Last 90 Days- 92	Multi-Eng - 1239	
Total - 2756	Last 24 Hrs - 2									
Make/Model- 130	Last 30 Days- UNK/NR									
Instrument- 134	Last 90 Days- 92									
Multi-Eng - 1239										

Instrument Rating(s) - AIRPLANE

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-----Narrative-----

THE ACFT CRASHED INTO TREES DURING A FORCED LNDG AFTER BOTH ENGS LOST PWR. THE ACFT HAD BEEN RECENTLY PURCHASED AND WAS BEING FERRIED TO THE NEW OWNER. THE ACFT HAD BEEN FLOWN ONLY 40 HRS SINCE THE LAST ANNUAL INSPECTION WHICH WAS DONE ON 1/19/84. IT WAS REPORTED THAT THE ACFT HAD SAT UNUSED FOR A CONSIDERABLE TIME PRIOR TO BEING PURCHASED BY ITS NEW OWNER. THE PLT FOR THE ACC FLT CONDUCTED A PRE-FLT AND DID NOT REQUEST ANY SERVICE EVEN THOUGH HE COULD NOT SEE FUEL IN THE MAIN TANKS. THESE TANKS WERE ESTIMATED AS HALF FULL BY THE PLT. THE PLT STATED THAT DURING THE 1ST HOUR OF THE FLT HE SELECTED FUEL FROM THE MAIN TANKS. THE SELECTOR WAS PLACED ON AUX POS FOR THE NEXT HOUR AFTER WHICH THE REAR ENG LOST POWER & WAS FEATHERED. A SHORT TIME LATER THE FRONT ENG QUIT. THE PLT WAS UNABLE TO RESTART EITHER ENG HE SAID AND A GLIDE FROM 5000 FT WAS STARTED TO REACH A HIWAY 8 MILES AWAY, WHICH FAILED. NO MECH PROBLEMS EXCEPT MINOR FUEL CONTAMINENTS WERE FOUND DURING INVEST. DUE TO A MISCALCULATION THE ACFT WAS DISMANTLED PRIOR TO INVESTIGATION

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Brief of Accident (Continued)

File No. - 3111

11/08/84

WEST MONROE, LA

A/C Reg. No. N6T

Time (Lcl) - 1901 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - PRESSURE TOO LOW
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. PROPELLER FEATHERING - MISJUDGED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3029      11/22/84      BASILE,LA      A/C Reg. No. N1857X      Time (Lc1) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -BUSINESS  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model        - CESSNA 182H  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2800  
No. of Seats       - 4

Eng Make/Model - CONTINENTAL O-470-R  
Number Engines - 1  
Engine Type     - RECIPROCATING-CARBURETOR  
Rated Power     - 230 HP

ELT Installed/Activated - 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- 360/005 KTS  
Visibility         - 5.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling     - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BASILE,LA  
Destination  
NEW ROADS,LA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident       - N/A  
Runway Lth/Wid    - N/A  
Runway Surface     - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP,CFI  
SE LAND,ME LAND,SE SEA

Age - 33

Biennial Flight Review

Current            - UNK/NR  
Months Since       - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 10800	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 EXPERIENCED A NOSE GEAR COLLAPSE DURING A FORCED LANDING FOLLOWING A LOSS OF POWER SHORTLY AFTER TAKEOFF. PLT STATED THE POWER LOSS OCCURRED AT AN ALT OF 400 FT AGL. THE FORCED LANDING WAS MADE IN A SOFT PLOWED FIELD. POST ACCIDENT EXAM OF THE ACFT DISCLOSED SEVERAL FORE & AFT DIAGONAL WRINKLES IN THE RUBBER BLADDER TYPE FUEL TANKS. THE FUEL SCREEN ASS'Y WAS APRX 2/3 FULL OF A MILKY WHITE SUBSTANCE AND THE CARBURETOR BOWL WAS APRX 1/2 FULL OF A "WHITE OR CLEAR" SUBSTANCE. THE ACFT WAS BEING RETURNED TO THE OWNER BY THE A&P IA AFTER AN ANNUAL INSPECTION

Brief of Accident (Continued)

File No. - 3029

11/22/84

BASILE, LA

A/C Reg. No. N1857X

Time (Lc1) - 1500 CST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - CONTAMINATION
  2. MAINTENANCE, ANNUAL INSPECTION - IMPROPER - PILOT IN COMMAND
  3. FUEL SYSTEM - DISTORTED
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - SOFT
  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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3121      12/28/84      HOUMA, LA      A/C Reg. No. N1075Y      Time (Lcl) - 0739 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -AIR LOGISTICS INC.	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
					1
					4

-----Aircraft Information-----

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON 250-C28B	ELT Installed/Activated - NO -N/A
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 - COMPANY</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 070/005 KTS</p> <p>Visibility - 1.000 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - OBSCURED</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">HOUMA, LA</p> <p>Destination</p> <p style="text-align: center;">SHIP SHOAL 134,GM</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - SPECIAL VFR</p> <p>Type Apch/Lndg - FULL STOP</p> <p style="text-align: center;">PRECAUTIONARY LANDING</p>	<p>Airport Proximity</p> <p style="text-align: center;">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 style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 51</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</p> <p style="padding-left: 20px;">Aircraft Type - 206</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="text-align: center;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 33%;">Total - 6740</td> <td style="width: 33%;">Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 6</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 840</td> <td>Last 90 Days- 6</td> </tr> <tr> <td>Multi-Eng - 209</td> <td>Rotorcraft - 6272</td> </tr> </table>	Total - 6740	Last 24 Hrs - 2	Make/Model- 6	Last 30 Days- UNK/NR	Instrument- 840	Last 90 Days- 6	Multi-Eng - 209	Rotorcraft - 6272
Total - 6740	Last 24 Hrs - 2									
Make/Model- 6	Last 30 Days- UNK/NR									
Instrument- 840	Last 90 Days- 6									
Multi-Eng - 209	Rotorcraft - 6272									

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT DEPARTED INTO KNOWN BAD WX WITH LOW CEILINGS AND POOR VISIBILITY. VERY SHORTLY AFTER TAKEOFF THE PLT ELECTED TO RETURN TO THE ARPT. DURING A DESCENDING RIGHT TURN THE PLT BROKE OUT OF IMC AT A VERY LOW ALTITUDE. HE PULLED COLLECTIVE BUT STILL LANDED HARD IN UNIMPROVED TERRAIN OFF THE ARPT.



Brief of Accident (Continued)

File No. - 3121

12/28/84

HOUMA, LA

A/C Reg. No. N1075Y

Time (Lc1) - 0739 CST

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
7. REMEDIAL ACTION - 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) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3109      12/31/84      MONROE, LA

A/C Reg. No. N2127S

Time (Lcl) - 1702 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	3

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 210L  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3800  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L3  
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 - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC

Itinerary

Last Departure Point  
GREENSBORO, NC  
Destination  
MONROE, LA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

REGIONAL  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

Wind Dir/Speed- 190/010 KTS  
Visibility - 1.000 SM

ATC/Airspace

Lowest Sky/Clouds - 400 FT SCATTERED  
Lowest Ceiling - 700 FT BROKEN

Type of Flight Plan - IFR  
Type of Clearance - IFR

Obstructions to Vision- FOG  
Precipitation - RAIN SHOWERS

Type Apch/Lndg - FORCED LANDING

Condition of Light - NIGHT(DARK)

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI  
SE LAND, ME LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1379	Last 24 Hrs	-	5
Make/Model	-	161	Last 30 Days	-	UNK/NR
Instrument	-	127	Last 90 Days	-	144
Multi-Eng	-	68			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SUFFERED A COLLAPSED NOSE GEAR AFTER LOSING AND REGAINING POWER DURING AN ILS APPROACH AND FINALLY COMPLETING AN EMERGENCY LANDING TWO MILES FROM THE RWY OF INTENDED LANDING. THERE WERE NO INJURIES AND NO FIRE. EXAMINATION OF THE ACFT IN THE FIELD REVEALED 4 OUNCES OF FUEL IN THE RIGHT FUEL TANK AND NO FUEL IN THE LEFT TANK. THE PLT STATED THAT THE FUEL GAGES INDICATED FULL TANKS WHEN HE DEPARTED GREENSBORO (HIS INITIAL DEPARTURE POINT) HOWEVER, HE ALSO ADDED THAT HE HAD NOT VISUALLY CHECKED THE FUEL LEVEL IN THE TANKS PRIOR TO TAKEOFF.

Brief of Accident (Continued)

File No. - 3109

12/31/84

MONROE, LA

A/C Reg. No. N2127S

Time (Lc1) - 1702 CST

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. FLUID, SYNTHETIC OIL - STARVATION
2. FUEL TANK SELECTOR POSITION - SELECTED - PILOT IN COMMAND

Occurrence #2      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND
5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
6. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

7. FLARE - ATTEMPTED - PILOT IN COMMAND
8. PROPER GLIDEPATH - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

9. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7,8,9

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. - 3310      5/06/84      NORTH ANDOVER,MA      A/C Reg. No. N5385F      Time (Lc1) - 1827 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

Crew      0

Pass      0

Other      0

Serious

0

0

0

Minor

0

0

1

None

0

0

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-E30

Number Engines      - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 150 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- 330/006 KTS

Visibility      - 35.0 SM

Lowest Sky/Clouds      - 5000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

NORTH ANDOVER,MA

Destination

UNKNOWN

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAWRENCE MUNI

Runway Ident      - 14

Runway Lth/Wid      - 3900/ 100

Runway Surface      - ASPHALT

Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 50

Biennial Flight Review

Current      - N/A

Months Since      - N/A

Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED TO POLICE THAT HE WAS POSITIONING THE PROP FOR A PHOTO WHEN THE ENGINE STARTED AND THE AIRPLANE TRAVELED 2500 FT UNATTENDED ACROSS THE ARPT BEFORE IT BECAME AIRBORNE AND STRUCK THE REAR OF A COMMERCIAL BLDG THAT HOUSED THREE BUSINESSES, INCLUDING AN AUTO BODY SHOP. THREE OCCUPANTS OF THE BLDG EVACUATED WITHOUT INJURY. THE AIRPLANE AND BLDG WERE DESTROYED BY IMPACT, EXPLOSION, AND FIRE THAT WAS FED BY ACFT FUEL AND FLAMMABLES IN THE BLDG. EXAMINATION OF THE ACFT RVLD THAT THE THROTTLE AND MIXTURE CNTRLs WERE IN THE OPEN POSITION; HOWEVER, EXTENSIVE FIRE DAMAGE PRECLUDED AN EXAM OF THE IGNITION SWITCH, PARKING BRAKE, OR BATTERY. THE CHOCKS AND TIE DOWN ROPES HAD BEEN REMOVED FROM THE ACFT. THE STUDENT PLT/OWNER OF N5385F REFUSED TO MAKE A STATEMENT TO NTSB PERSONNEL.

Brief of Accident (Continued)

File No. - 3310

5/06/84

NORTH ANDOVER, MA

A/C Reg. No. N5385F

Time (Lcl) - 1827 EDT

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
2. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF

Finding(s)

3. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - PERFORMED - PILOT IN COMMAND

Occurrence #3 EXPLOSION  
Phase of Operation OTHER

-----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. - 3004      5/22/84      TAUNTON,MA      A/C Reg. No. N812Z      Time (Lcl) - 0740 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - BEECH D-45  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2985  
No. of Seats      - 2

Eng Make/Model - CONTINENTAL O-470-4(3)  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 225 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - MILITARY  
Method      - IN PERSON  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 180/002 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  
SO. WEYMOUTH,MA  
Destination  
TAUNTON,MA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 51  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	289
Make/Model-	4
Instrument-	88
Last 24 Hrs	UNK/NR
Last 30 Days-	5
Last 90 Days-	11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N812Z CRASHED IN A WOODED AREA ABOUT ONE MILE SOUTHEAST OF THE TAUNTON MUNICIPAL AIRPORT. WITNESSES IN THE AREA OBSERVED THE ACFT PRIOR TO THE CRASH. ONE WITNESS SAW WHAT APPEARED TO BE YELLOW SMOKE COMING FROM THE BOTTOM OF THE ACFT. SOME OF THE WITNESSES HEARD THE ACFT ENG STOP RUNNING AND THEN START ONE OR MORE TIMES PRIOR TO THE ACFT DESCENDING RAPIDLY AND SPINNING BEFORE THE SOUND OF THE IMPACT. INVESTIGATION REVEALED THAT THE PLT WAS INBOUND TO THE AIRPORT FOR THE PURPOSE OF TAKING HIS COMMERCIAL CHECK RIDE. A POSTMORTEM EXAMINATION OF THE PLT DID NOT REVEAL ANY PRE-EXISTING DISEASE THAT WOULD HAVE AFFECTED THE PLT'S PERFORMANCE. EXAMINATION OF THE ACFT REVEALED THAT THE FUEL CONTROL INLET LINE "B" NUT WAS LOOSE ABOUT 1.5 TURNS FROM FINGER TIGHT. A TEST ON A SIMILIAR UNIT USING SAME SIZE FITTINGS SHOWED A LEAKAGE RATE OF 67 G/HR AT INLET PRESSURE OF 21 PSIG.

Brief of Accident (Continued)

File No. - 3004

5/22/84

TAUNTON,MA

A/C Reg. No. N812Z

Time (Lc1) - 0740 EDT

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Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. FUEL SYSTEM,FUEL CONTROL - LOOSE
  2. FUEL SYSTEM,LINE - LOOSE
  3. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE -
- 

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3274      6/30/84      BOSTON,MA      A/C Reg. No. N120PB      Time (Lc1) - 0820 EDT

-----Basic Information-----

Type Operating Certificate-COMMUTER

Type of Operation      -POSITIONING  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage  
DESTROYED

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 402C  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6350  
No. of Seats - 10

Eng Make/Model - CONTINENTAL TSIO-520-VB  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 325 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - IMC  
Wind Dir/Speed- 140/007 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PROVINCETOWN,MA  
Destination  
BOSTON,MA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

GENERAL EDWARD LAWRENCE  
Runway Ident - 27  
Runway Lth/Wid - 7000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
ATP  
ME LAND

Age - 41  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - C-402C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3336  
Make/Model- UNK/NR  
Instrument- 182  
Multi-Eng - 2710  
Last 24 Hrs - UNK/NR  
Last 30 Days- 56  
Last 90 Days- 130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE FLT WAS CLEARED FOR AN ILS/DME APCH TO RWY 27. WHILE ON THE APCH, THE ACFT CRASHED IN THE OCEAN ABOUT 2.7 MI EAST OF THE RWY THRESHOLD. THE PLT REPORTED THAT HE WAS MAKING THE APCH, USING INSTRUMENTS, & LANDED SHORT FOR UNKNOWN REASONS. HE RECEIVED A SERIOUS HEAD INJURY, BUT WAS RESCUED BY FISHERMEN WHO HEARD THE ACFT CRASH AND WENT TO WHERE THEY HEARD THE VOICES OF THE VICTIMS IN THE FOG. THE 0835 WX AT BOSTON WAS IN PART: PARTIAL OBSCURATION, 25,000 FT OVERCAST, 4 MI VISIBILITY WITH FOG & HAZE, WIND FROM 140 DEG AT 7 KTS. OTHER PLTS REPORTED LOW CEILINGS & A FOG BANK IN THE VICINITY OF THE CRASH SITE.



Brief of Accident (Continued)

File No. - 3274

6/30/84

BOSTON,MA

A/C Reg. No. N120PB

Time (Lc1) - 0820 EDT

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. WEATHER CONDITION - FOG
  3. WEATHER CONDITION - HAZE
  4. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
  5. DECISION HEIGHT - NOT IDENTIFIED - 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. - 3314      9/01/84      NEW BEDFORD, MA      A/C Reg. No. N5399F      Time (Lcl) - 1745 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	NONE					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - STANDING			0	1	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - AVCO LYCOMING O-360A4M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	NEW BEDFORD, MA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	UNK/NR	
Wind Dir/Speed-		Runway Ident - N/A
Visibility - UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type of Clearance -	Runway Status - DRY
Obstructions to Vision- UNK/NR	Type Apch/Lndg - FULL STOP	
Precipitation - UNK/NR		
Condition of Light - UNK/NR		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1034
SE LAND	Months Since - 4	Last 24 Hrs - 27
	Aircraft Type - PA28181	Make/Model- 35
		Instrument- 0
		Last 30 Days- 27
		Last 90 Days- 53

Instrument Rating(s) - NONE

-----Narrative-----

THE RT FRONT SEAT PASS'G EXITED THE ACFT VIA THE RT DOOR AND WENT FORWARD OVER THE LEADING EDGE OF THE WING WHILE THE ACFT ENGINE WAS IDLING AT APRX 1200 RPM. THE ROTATION PROP STRUCK AND INJURED THE PASS'G WITH SERIOUS CHEST, BACK AND ARM LACERATIONS. THE PLT STATED THAT HE HAD STOPPED THE ACFT IN TRANSIENT PARKING AREA AND WAS LOOKING FOR HIS CHECKLIST. WHEN THE RT FRONT SEAT PASS'G ASKED HIM IF HE COULD OPEN THE RT DOOR SLIGHTLY TO GET SOME AIR. THE PLT SAID THAT HE APPROVED THE OPENING OF THE DOOR. ACCORDING TO THE PLT'S STATEMENT THE PASS'G "HOPPED UP AND EXITED THE ACFT" A FEW MOMENTS LATER, SAYING THAT HE WOULD BE RIGHT BACK. THE PASS'G SHUT THE DOOR AFTER LEAVING AND JUMPED FORWARD INTO THE PROP. THE PLT GESTURED IN AN ATTEMPT TO WARN HIM BUT WAS UNABLE TO BE EFFECTIVE DUE TO NOISE & THE CLOSED DOOR. THE INJURED PASS'G IS EXPECTED TO RECOVER WITH NO PERMANENT DISABILITY. IN ADDITION TO LACERATIONS HE SUFFERED A PUNCTURED DIAPHRAM AND A COLLAPSED LEFT LUNG. HE SAID HE FELT PARTIALLY AT FAULT BUT ALSO FELT THAT THE PROP SHOULD HAVE BEEN STOPPED.

Brief of Accident (Continued)

File No. - 3314

9/01/84

NEW BEDFORD, MA

A/C Reg. No. N5399F

Time (Lc1) - 1745 EDT

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Occurrence            PROPELLER/ROTOR CONTACT  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)

1. MIXTURE - DELAYED - PILOT IN COMMAND
  2. JUDGEMENT - INACCURATE - PILOT IN COMMAND
  3. CHECKLIST - INATTENTIVE - PILOT IN COMMAND
  4. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
  5. SUPERVISION - NOT MAINTAINED - PILOT IN COMMAND
  6. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PASSENGER
  7. JUDGEMENT - POOR - PASSENGER
- 

-----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3208      12/12/84      LAWRENCE, MA      A/C Reg. No. N8CF      Time (Lcl) - 1440 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	2	0
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA T337G	Eng Make/Model - CONTINENTAL TS10-360-C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4700	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BEVERLY, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	LAWRENCE
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 900 FT	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 900 FT OBSCURED	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- FOG		
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 - YES	Total - 1485
ME LAND	Months Since - 15	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 462
		Instrument- 54
		Multi-Eng - 462
		Last 30 Days- UNK/NR
		Last 90 Days- 128

Instrument Rating(s) - NONE

-----Narrative-----

N8CF MADE AN EMERGENCY LANDING IN A WOODED ARE AFTER EXPERIENCING A DUAL ENGINE FAILURE APRX 50 MINUTES AFTER TAKEOFF./ THE FUEL PRESSURE GAGE FOR THE FRONT ENGINE DISPLAYED ERRATIC ELEVATED READINGS. THE PILOT THEN DECIDED TO RETURN TO THE DEPARTURE AIRPORT AND WHILE HOLDING AT 3000 FT THE FRONT ENGINE FAILED FOLLOWED BY THE REAR ENGINE. THE AIRCRAFT WAS DESTROYED WHEN IT COLLIDED WITH TREES DURING THE EMERGENCY DESCENT.

Brief of Accident (Continued)

File No. - 3208

12/12/84

LAWRENCE,MA

A/C Reg. No. N8CF

Time (Lc1) - 1440 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE - HOLDING(IFR)

Finding(s)

1. ENGINE INSTRUMENTS,FUEL PRESSURE GAGE - ERRATIC
2. ENGINE INSTRUMENTS,FUEL PRESSURE GAGE - PRESSURE EXCESSIVE
3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER  
Phase of Operation MANEUVERING

Finding(s)

4. UNDETERMINED

Occurrence #3 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT  
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) 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. - 3273      5/20/84      GLEN BURNIE, MD      A/C Reg. No. N432MD      Time (Lc1) - 2013 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 210E	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BALTIMORE, MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RICHMOND, VA	BALTIMORE-WASHINGTON INTL
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9452/ 200
Lowest Sky/Clouds - 25000 FT	Type of Clearance - TRAFFIC ADVISORY	Runway Surface - ASPHALT
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 - 40	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	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) - AIRPLANE

-----Narrative-----

BEFORE THE FLT, THE PLT WAS OBSERVED PERFORMING MAINTENANCE IN THE ENG COMPARTMENT. HE WAS KNOWN TO DO SOME OF HIS OWN MAINTENANCE WHICH INCLUDED STOPPING AN OIL GASKET LEAK BY USING A SEALER. WHILE CLIMBING AFTER TAKEOFF, HE TURNED BACK TO THE DEPARTURE ARPT, THEN DIVERT TOWARD THE BWI ARPT WITH AN ENG PROBLEM. THE ENG LOST POWER & HE TRIED TO LAND ON A SCHOOL YARD, BUT THE ACFT CRASHED & BURNED BEFORE REACHING IT. AN EXAM REVEALED FATIGUE CRACKS & A HOLE IN THE #4 CYLINDER. POLISHING OF A DISPLACED PIECE OF THE CYLINDER & DEPOSITS IN THE CRACKS SHOWED THAT THEY HAD BEEN THERE FOR AN UNKNOWN PERIOD OF TIME. FOAM PADS (TO KEEP BIRDS OUT OF THE ENG COMPARTMENT WHILE PARKED) WERE FOUND IN THE AIR/VENT HOLES OF THE COWLING. AN ENG TEARDOWN REVEALED: #2 FUEL NOZZLE PARTIALLY OBSTRUCTED; LEFT MAGNETO IMPROPERLY ADJUSTED; RUBBER MATERIAL RESEMBLING SILICONE SEALER WAS FOUND IN THE OIL SYSTEM, BUT NO OIL SYS BLOCKAGE WAS NOTED. EVIDENCE OF HEAT IN ENG BEARINGS JOURNALS. R FUEL CAP NOT VENTED. PLT'S MED CERT EXPIRED. HIGH TIME ENG. PROP STRIKE, 4/9/83.

Brief of Accident (Continued)

File No. - 3273

5/20/84

GLEN BURNIE, MD

A/C Reg. No. N432MD

Time (Lc1) - 2013 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CLIMB

Finding(s)

1. MAINTENANCE - IMPROPER - COMPANY/OPERATOR MGMT
2. LUBRICATING SYSTEM - FOREIGN OBJECT
3. FUEL SYSTEM, CAP - IMPROPER
4. FUEL SYSTEM, NOZZLE - BLOCKED(PARTIAL)
5. IGNITION SYSTEM, MAGNETO - INCORRECT
6. MAINTENANCE, ADJUSTMENT - IMPROPER -
7. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
8. COOLING SYSTEM - BLOCKED(TOTAL)
9. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
10. ENGINE ASSEMBLY, CYLINDER - FATIGUE
11. ENGINE ASSEMBLY, CYLINDER - FAILURE, PARTIAL
12. MISCELLANEOUS - OVERTEMPERATURE

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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) 8,9,10,11,12

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. - 3279      10/24/84      SALISBURY, MD      A/C Reg. No. N81752      Time (Lcl) - 2050 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Crew Pass	3	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - PIPER PA-32R-301	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	LINCOLN PARK, NJ	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SALISBURY, MD	SALISBURY-WICOMICO
Wind Dir/Speed- 010/005 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5500/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 37	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 - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-32R	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-----

AFTER CONTACTING MILLVILLE FSS 4 TIMES FOR WX INFO THE ACFT DEPARTED LINCOLN PARK, NY, AT 1858 EDT WITH DESTINATION LISTED ON THE IFR FLT PLAN AS EASTON, MD. EN ROUTE THE PLT DIVERTED TO SALISBURY, MD, DUE TO WX. AFTER BEING CLEARED FOR THE RWY 32 ILS THE ACFT TURNED NORTHWEST INSTEAD OF SOUTHEAST AFTER CROSSING THE VOR & DESCENDED TO BETWEEN 700 AND 900 FT MSL WHILE HEADING AWAY FROM THE ARPT. AFTER BEING REORIENTED THE PLT WAS TOLD TO REPORT AT THE COLBE LOM INBOUND. PLT PROCEEDED TO CALL COLBE WHEN ACTUALLY OVER SALISBURY VOR. N81752 CONTINUED THE APCH CONCLUDING BY STATING HE WAS CIRCLING TO LAND. THE ACFT COLLIDED WITH TREES ON A NORTHWEST HEADING OFF THE APCH END OF RWY 32. THE PLT HAD OBTAINED HIS INSTRUMENT RATING 3 MONTHS PRIOR AND AT THAT TIME HAD LOGGED 34 INSTRUMENT HOURS AND 21 NIGHT HOURS. POST CRASH FIRE DESTROYED THE MAJORITY OF THE FUSELAGE, HOWEVER, EXAMINATION OF THE ACFT AND ENGINE DID NOT REVEAL ANYTHING THAT WOULD HAVE AFFECTED NORMAL OPERATION.



Brief of Accident (Continued)

File No. - 3279

10/24/84

SALISBURY, MD

A/C Reg. No. N81752

Time (Lc1) - 2050 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

1. WEATHER CONDITION - FOG
2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. DESCENT - INADVERTENT - PILOT IN COMMAND
6. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
7. WEATHER CONDITION - OBSCURATION
8. LIGHT CONDITION - NIGHT
9. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3308      10/29/84      KEYSER'S RIDGE, MD      A/C Reg. No. N172VF      Time (Lcl) - 1415 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - DEHAVILLAND DH 82 TIGER MOTH	Eng Make/Model - BRISTOL GYPSEYMAJOR1	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1770	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 122 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CUMBERLAND, MD	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CADIZ, OH	Runway Ident - 06
Wind Dir/Speed- 310/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.500 SM	Type of Flight Plan - NONE	Runway Surface - MACADAM
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 200 FT OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
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 - UNK/NR	Total - 700
SE LAND	Months Since - UNK/NR	Make/Model- 65
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT WAS THE FINAL LEG OF A FLT FROM WINCHESTER, VA THAT HAD BEEN DISCONTINUED THE DAY BEFORE DUE TO ADVERSE WEATHER CONDITIONS. TWO WEATHER BRIEFINGS WERE OBTAINED ON THE DAY OF THE ACCIDENT, BOTH OF WHICH INCLUDED THE STATEMENT THAT VFR FLIGHT WAS NOT RECOMMENDED FOR THE PROPOSED ROUTE OF FLIGHT ALONG INTERSTATE 48. THE PLT STATED TO A FRIEND THAT THE WEATHER LOOKED "TERRIBLE" BUT WAS GOOD ENOUGH TO GET HOME, AND THAT SHE WOULD TURN AROUND IF POOR WEATHER WAS ENCOUNTERED. WITNESSES TRAVELING WEST ON ROUTE 48 SAY THE ACFT AT APRX 400 FT AS IT FLEW BELOW THE OVERCAST OBSCURING THE HILLTOPS. THE CEILING LOWERED IN THE VICINITY OF THE ACCIDENT SITE AND WITNESSES OBSVD THE ACFT IN A STEEP LEFT BANK 50 TO 60 FT ABOVE THE GRND. THE NOSE PITCHED SHARPLY DOWNWARD AND THE ACFT STRUCK AND CAME TO REST ON A HIGHWAY ACCESS RAMP. A FIRE ENSUED. FOG AND RAIN SUBSEQUENTLY ENVELOPED THE SITE PRECLUDING A MEDEVAC HELO LANDING ON SCENE. THE PLT SUCCEMDED TO INJURIES IN A HOSPITAL ABOUT 8 HRS AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3308

10/29/84

KEYSER'S RIDGE, MD

A/C Reg. No. N172VF

Time (Lc1) - 1415 EST

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Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  2. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
  3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
  4. STALL/SPIN - INITIATED - PILOT IN COMMAND
  5. WEATHER CONDITION - LOW CEILING
  6. WEATHER CONDITION - FOG
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       DESCENT - UNCONTROLLED

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Occurrence #3            FIRE  
Phase of Operation       OTHER

-----

-----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. - 3289	12/02/84	CLINTON, MD	A/C Reg. No. N5571W	Time (Lcl) - 1400 EST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During - TAKEOFF			0	0	0

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-----Aircraft Information-----

Make/Model - QUICKIE Q2	Eng Make/Model - REYMASTER 2100-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 67 HP	

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-----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	HYDE FIELD
Wind Dir/Speed- 170/006 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 2000.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2820/ 30
Lowest Sky/Clouds - 11000 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		

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-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 245
SE LAND	Months Since - 1	Make/Model- UNK/NR
	Aircraft Type - TR2	Instrument- 7
		Last 24 Hrs - UNK/NR
		Last 30 Days- 5
		Last 90 Days- 5

Instrument Rating(s) - NONE

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-----Narrative-----

THE ACFT WAS MAKING ITS FIRST TAKEOFF FOLLOWING SEVERAL PREVIOUS HOURS OF TAXI TESTS. WITNESSES REPORTED THAT THE AIRPLANE DRIFTED TO THE LEFT EARLY IN THE TAKEOFF ROLL UNTIL THE LEFT MAIN WHEEL DROPPED OFF THE RWY. THE ACFT YAWED TO THE LEFT AND CONTINUED ACROSS THE GRASS AND A PARALLEL TAXIWAY ONTO A PARKING RAMP. GROUND TRACKS ON THE RAMP VEERED TO THE RIGHT AND GENERALLY PARALLELED THE RWY HDG BEFORE ENDING ABOUT 100 FT FROM TWO PARKED VEHICLES. THE ACFT BECAME AIRBORNE SLIGHTLY BEFORE STRIKING THE TWO VEHICLES, PUSHING ONE INTO A PARKED ACFT. EXAMINATION REVEALED THE PRESENCE OF PROMINENT RUBBER TRANSFER MARKS ON THE TOP INSIDE TIRE SURFACE. THE MAIN WHEELS MOUNT ON THE TIPS OF THE 16.5 FT SPAN CONARD. WIDTH OF THE TAKEOFF RUNWAY IS 30 FT.

Brief of Accident (Continued)

File No. - 3289

12/02/84

CLINTON, MD

A/C Reg. No. N5571W

Time (Lcl) - 1400 EST

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Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, TIRE - BINDING (MECHANICAL)
  2. MAINTENANCE, INSTALLATION - IMPROPER - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF

Finding(s)

4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
  5. AIRCRAFT WEIGHT AND BALANCE - INACCURATE - PILOT IN COMMAND
  6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
  7. OBJECT - VEHICLE
- 

-----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. - 3172      12/23/84      NEWBURG,MD      A/C Reg. No. N836B      Time (Lcl) - 1000 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	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - LUSCOMBE 8F	Eng Make/Model - CONTINENTAL C-90-12F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CLINTON,MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NEWBURG,MD	AQUALAND/XLIFTON SKYPARK
Wind Dir/Speed- 350/008 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3165/ 36
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3800
SE LAND	Months Since - 3	Make/Model- 1020
	Aircraft Type - UNK/NR	Instrument- 518
		Multi-Eng - 50
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LDG ROLL THE PIC FELT A VIBRATION AS THE TAILWHEEL CONTACTED THE RWY. IN AN EFFORT TO MINIMIZE THE VIBRATION THE PLT LIFTED THE TAILWHEEL OFF THE RWY. THE ACFT BEGAN TO GROUND LOOP TO THE RIGHT TOWARD A POLE. HEAVY APPLICATION OF THE WHEEL BRAKES CAUSED THE ACFT TO NOSE OVER TO AN INVERTED POSITION.

Brief of Accident (Continued)

File No. - 3172

12/23/84

NEWBURG, MD

A/C Reg. No. N836B

Time (Lc1) - 1000 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR, TAILWHEEL - VIBRATION
2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - 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) 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. - 3319

6/30/84

MILLINOCKET LKE,ME

A/C Reg. No. N4468P

Time (Lcl) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage

DESTROYED

Fire  
NONE

Fatal  
Crew 0  
Pass 0

Injuries

Serious 0  
Minor 0

None 1  
1

-----Aircraft Information-----

Make/Model - MAULE M-5-235C  
Landing Gear - FLOAT  
Max Gross Wt - UNK/NR  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J1A50  
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- 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  
MILLINOCKET LAK,ME  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - WATER  
Runway Status - WET  
WATER-CALM

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 40  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total - 67  
Make/Model- 65  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED HARD ON THE GLASSY SMOOTH SURFACE OF A LAKE. THE PLT ADMITTED THAT THE LANDING WAS HARD AND THAT AFTER THE TOUCHDOWN THE LEFT FLOAT SPLIT OPEN AND THE ACFT SANK IN 40 FT OF WATER. WITNESSES STATED THAT THE LAKE SURFACE WAS CALM AND SMOOTH WHEN THE ACFT LANDED. THE PLT DID NOT FILE AN ACCIDENT REPORT AND HAS MOVED LEAVING NO FOWARDING ADDRESS. THERE IS NO RECORD OF A CONTINUING INTEREST IN FLYING DUE POSSIBLY TO FINANCIAL LOSS. THE PLT AND HIS DAUGHTER WERE OCCUPANTS OF THE ACFT AS IT SANK AND BOTH ESCAPED INJURY. THE PLT HELD A STUDENT PLT CERTIFICATE AND HAD ACCUMULATED ONLY 6.5 HRS IN THIS MAKE ACFT OF WHICH 3.5 HRS WERE LOGGED AS PIC.



Brief of Accident (Continued)

File No. - 3319

6/30/84

MILLINOCKET LKE,ME

A/C Reg. No. N4468P

Time (Lcl) - 1600 EDT

---

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
  2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
  3. FLARE - MISJUDGED - PILOT IN COMMAND
  4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
  5. IMPROPER USE OF PROCEDURE, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3242      8/02/84      BRUNSWICK, ME      A/C Reg. No. N3474W      Time (Lcl) - 1420 EDT

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage						
Name of Carrier	-BANGOR INT'L AIRLINES	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	2	0	

-----Aircraft Information-----

Make/Model	- PIPER PA-32-260	Eng Make/Model	- LYCOMING O-540-E4B5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	PORTLAND, ME			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	BANGOR, ME		BRUNSWICK, NAS	
Wind Dir/Speed	- CALM			Runway Ident	- UNK/NR
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- VFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- UNK/NR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING		
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 - 1082	Last 24 Hrs - 44
SE LAND	Months Since - 2	Make/Model - 50	Last 30 Days - UNK/NR
	Aircraft Type - PA-28	Instrument - 107	Last 90 Days - 101

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENG FAILED WITHOUT WARNING AT AN ALT OF 2500 FT MSL. DURING THE FORCED LANDING AT NAS BRUNSWICK, THE PLT EXECUTED NORMAL EMERGENCY PROCEDURES BUT WAS NOT SUCCESSFUL IN AIR-STARTING THE ACFT. HE STATED THAT AFTER HAVING THE "ABANDONED FIELD MADE" HE SAW HIGH VOLTAGE WIRES & STALLED THE ACFT TO AVOID THE WIRES. THE ACFT LANDED ON PAINT BARRELS AT THE OUTER PERIMETER OF THE ARPT PROPERTY. EXTENSIVE EXAMINATION OF THE FUEL STSYEM & OTHER ENG COMPONENTS FAILED TO REVEAL ANY REASON FOR THE ENG FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 3242

8/02/84

BRUNSWICK, ME

A/C Reg. No. N3474W

Time (Lc1) - 1420 EDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    CRUISE - NORMAL

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3015      10/07/84      ALLEGAN, MI      A/C Reg. No. N9715Z      Time (Lcl) - 0130 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

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

0

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - CESSNA 310C  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4830  
No. of Seats      - 5

Eng Make/Model - CONTINENTAL IO-470-D  
Number Engines - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 260 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- UNK/NR  
Visibility      - 20.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling      - 800 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - RAIN  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point

MC COOK, NE

Destination

ALLEGAN, MI

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance      - IFR

Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 20

Biennial Flight Review

Current      - YES

Months Since      - UNK/NR

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 684      Last 24 Hrs - 8

Make/Model- 50      Last 30 Days- 20

Instrument- 84      Last 90 Days- 123

Multi-Eng - 112

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NON INST NON MULTI-ENG RATED PVT PLT/OWNER OCCUPIED THE RT SEAT & EMPLOYED THE CFI FOR FERRYING THE NEWLY PURCHASED ACFT. FROM THE START, THE FLT EXPERIENCED COMM DIFFICULTIES & A COMPASS SYSTEM MALFUNCTION PROBLEM. ARTCC TRANSCRIPTS REVEAL THAT ATC WAS AWARE OF THE COMPASS PROBLEM & VECTORED N97152 BACK ON CRS FREQUENTLY. THE PLT/OWNER STATED THAT HE SLEPT FROM DEPT TO APRX 1/2 HR BEFORE THE CRASH. HE SAID HE WOKE TO WHAT HE CONSIDERED HEAVY RAIN NOISE & HEAVY TURBULENCE. ABOUT THIS TIME THE CFI REQUESTED RADAR VECTORS TO THE VOR FINAL APCH COURSE AT PAGDHAM ARPT BUT WAS TOLD THE FINAL APCH FIX WAS NOT DEPICTED ON RADAR. THE CFI THEN STATED HE WAS LOW ON FUEL AND ASKED TO BE VECTORED "RIGHT OVER THE AIRPORT AT ALLEGAN." HE SPOTTED THE ARPT BELOW HIM AND CANCELED HIS IFR CLEARANCE. THE PLT/OWNER STATED THAT THE ACFT WAS BURNING FUEL FROM THE AUX TANKS AND THE GAGES INDICATED "O". THE ACFT CRASHED A FEW MINS LATER. INVESTIGATION VERIFIED FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 3015

10/07/84

ALLEGAN,MI

A/C Reg. No. N9715Z

Time (Lc1) - 0130 EDT

-----  
Occurrence #1            LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
  4. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - VFR PATTERN - BASE TURN

Finding(s)

5. WEATHER CONDITION - LOW CEILING
  6. WEATHER CONDITION - RAIN
  7. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
  8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SELF-INDUCED PRESSURE - PILOT IN COMMAND
  9. LIGHT CONDITION - DARK NIGHT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7,8

Factor(s) relating to this accident is/are finding(s) 5,6,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3169      11/17/84      NEW HAVEN, MI      A/C Reg. No. N51JL      Time (Lcl) - 1353 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
DESTROYED

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - NORTH AMERICAN P-51D  
Landing Gear - TAILWHEEL-ALL RETRACTABLE  
Max Gross Wt - 8157  
No. of Seats - 2

Eng Make/Model - PACKARD R.R. 1650-7  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 1445 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Wind Dir/Speed- 230/012 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds - 4000 FT  
Lowest Ceiling - 4000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PONTIAC, MI  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 50

Biennial Flight Review

Current - YES  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4300	Last 24 Hrs	- 1
Make/Model-	100	Last 30 Days-	35
Instrument-	UNK/NR	Last 90 Days-	75
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT, A NORTH AMERICAN P51D, CRASHED INTO A POTATO FIELD AFTER STRIKING AN ELECTRICAL WIRE RUNNING AT A RT ANGLE TO THE GROUND TRACK, STRUCK THE GROUND, A BUILDING & DISINTEGRATED. THE PLT & OWNER OF THE ACFT WAS A 50 YR OLD EX-NAVAL AVIATOR WITH CONSIDERABLE EXPERIENCE IN HIGH PERFORMANCE HEAVY ACFT. INVESTIGATION REVEALED THAT THE PLT WAS PROPERLY CERTIFICATED & THE ACFT WAS PROPERLY CERTIFIED. AN AUTOPSY PERFORMED ON THE PLT, WHO WAS ALSO A PRACTICING PHYSICIAN, REVEALED ADVANCED ARTERIOSCLEROTIC HEART DISEASE & A HISTORY OF TREATMENT FOR HIGH BLOOD PREESURE. LASTLY, DURING THE PERIOD PRECEEDING THE ACCIDENT, THE PLT WAS EXPERIENCING STRESS FROM THE DEATH OF A GOOD FRIEND IN ANOTHER ACFT ACCIDENT & A RECENT ILLNESS OF HIS OWN.

Brief of Accident (Continued)

File No. - 3169

11/17/84

NEW HAVEN, MI

A/C Reg. No. N51JL

Time (Lcl) - 1353 EST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       MANEUVERING

Finding(s)

1. OBJECT - WIRE, STATIC
  2. DESCENT - NOT MAINTAINED - PILOT IN COMMAND
  3. LOW PASS - PERFORMED - PILOT IN COMMAND
  4. PHYSICAL IMPAIRMENT(HYPERTENSION) - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3235      11/17/84      HOLLAND,MI      A/C Reg. No. N4738G      Time (Lcl) - 1115 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	1	0	0
NONE	Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 172N

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-42AD

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- 250/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HOLLAND,MI

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

TULIP CITY

Runway Ident - 26

Runway Lth/Wid - 3930/ 70

Runway Surface - ASPHALT

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)

STUDENT

Age - 38

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 - 28      Last 24 Hrs - UNK/NR

Make/Model- 22      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT A SLIGHT RUDDER PEDAL MISALIGNMENT CAUSED THE ACFT TO RUN OFF THE RWY & INTO A DITCH DURING THE TAKEOFF ROLL. HE STATED THAT DURING THE FIRST PART OF THE TAKEOFF ROLL THE RUDDER "DID NOT RESPOND NORMALLY OR AS EXPECTED." A LATER EXAMINATION REVEALED NOTHING WRONG WITH THE RUDDER PEDAL ALIGNMENT. THE PLT HAD FLOWN ONLY SIX TENTHS OF AN HOUR SOLO FLYING TIME IN THE 90 DAY PRIOR TO THE ACCIDENT.



Brief of Accident (Continued)

File No. - 3235

11/17/84

HOLLAND,MI

A/C Reg. No. N4738G

Time (Lc1) - 1115 EST

-----  
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 FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    TAKEOFF - GROUND RUN

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) 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. - 3103      11/30/84      ALLEGAN, MI      A/C Reg. No. N84360      Time (Lcl) - 1645 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - AERONCA 7AC  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1220  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL A-65-8  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 65 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 270/010 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 1800 FT SCATTERED  
Lowest Ceiling      - 4000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
ALLEGAN, MI

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age      - 42  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - 7AC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 4110      Last 24 Hrs      - 1  
Make/Model- 3      Last 30 Days- UNK/NR  
Instrument- 1445      Last 90 Days- 43  
Multi-Eng      - 4040

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE PLT STATED HE LOST POWER ON TAKEOFF, BUT ELECTED TO TAKEOFF RATHER THAN ABORT. HE CLEARED WIRES BUT DECIDED HE COULD NOT CLEAR TREES & MADE A FORCED LANDING IN A CORN FIELD. INSPECTION OF THE ACFT REVEALED THAT THE FUEL CONTROL ROD COTTER PIN WAS SEPARATED & THE FUEL VALVE APPEARED TO BE ABOUT HALF ON. ALSO, ONE OF THE SPARK PLUG WIRES WAS FOUND TO BE LOOSE. THE ACFT WAS SERVICED WITH AUTOMOTIVE FUEL WITHOUT AN APPROVED STC FOR THIS FUEL.

Brief of Accident (Continued)

File No. - 3103

11/30/84

ALLEGAN, MI

A/C Reg. No. N84360

Time (Lc1) - 1645 EST

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. IGNITION SYSTEM,IGNITION LEAD - LOOSE
2. THROTTLE/POWER LEVER,PUSH/PULL ROD - LOOSE
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,COMPLACENCY - PILOT IN COMMAND
6. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
7. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND
8. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

9. TERRAIN CONDITION - SOFT
10. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6,7,8

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. - 3186      12/11/84      PONTIAC,MI      A/C Reg. No. N9011Y      Time (Lcl) - 1932 EST

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-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-RICHARDS AVIATION, INC.	DESTROYED		Fatal		Injuries		
Type of Operation	-NON SCHED,DOMESTIC,PAX/CARGO	Fire	Crew	2	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0
Accident Occurred During	-DESCENT							

---

-----Aircraft Information-----

Make/Model	- PIPER PA-31	Eng Make/Model	- LYCOMING TIO-540-A1A	ELT Installed/Activated	- YES/NO
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	- 310 HP		

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-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	BOLIVAR,TN			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	PONTIAC,MI		OAKLAND PONTIAC	
Wind Dir/Speed	- 180/012 KTS			Runway Ident	- N/A
Visibility	- 75.0 SM	ATC/Airspace		Runway Lth/Wid	- 6200/ 150
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 100 FT OBSCURED	Type of Clearance	- IFR	Runway Status	- WET
Obstructions to Vision	- FOG	Type Apch/Lndg	- ILS-COMPLETE		
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

---

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 2247	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 8	Make/Model- UNK/NR	Last 30 Days- 104
	Aircraft Type - PA 31	Instrument- 65	Last 90 Days- 182

Instrument Rating(s) - AIRPLANE

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-----Narrative-----

THE AIRCRAFT DEPARTED THE AIRPORT WITH ONE DRY AIR PUMP INOPERATIVE AND THE OTHER PUMP READING LOW. AIRCRAFT CONTROL WAS LOST DURING AN INSTRUMENT APPROACH IN IMC APPROXIMATELY 2.5 HOURS LATER. BOTH PUMP DRIVESHAFTS WERE FOUND SHEARED IN THE WRECKAGE AND BOTH BROKEN SHAFT SURFACES SHOWED POLISHED SURFACES. DURING FURTHER TESTING IT WAS DISCOVERED THAT TAPE OR PIPE DOPE HAD BEEN USED IN THE THREADING OF THE INTAKE & OUTFLOW FITTINGS OF THE LEFT PUMP. NO CONTAMINANTS WERE FOUND IN THE RT PUMP BUT THE PUMP WALL INNER SURFACES GAP WAS APPRX .005 IN. THIS GAP IS APPROX 50 PERCENT OVER THE ALLOWABLE TOLERANCE FOR A SERVICEABLE AIR PUMP.THE PRESSURE REGULATOR VALVE TO THE ATTITUDE INDICATOR GYRO & THE COMPASS GYRO WERE EXAMINED & FOUND TO REQUIRE PRESSURE EXCEEDING NORMAL REQUIREMENT STANDARDS.

Brief of Accident (Continued)

File No. - 3186

12/11/84

PONTIAC, MI

A/C Reg. No. N9011Y

Time (Lc1) - 1932 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation UNKNOWN

Finding(s)

1. PNEUMATIC SYSTEM - NO PRESSURE
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
4. FLIGHT/NAV INSTRUMENTS, ATTITUDE GYRO - DISABLED
5. JUDGEMENT - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
7. FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR - FALSE INDICATION
8. MAINTENANCE, INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
9. IMPROPER USE OF PROCEDURE, PRESSURE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

10. FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR - FALSE INDICATION
11. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
12. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
13. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
14. IMPROPER USE OF PROCEDURE, EXPERIENCE - PILOT IN COMMAND
15. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
16. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,8,11,12

Factor(s) relating to this accident is/are finding(s) 1,4,6,7,9,13,14,15,16

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3231      12/19/84      BELLEVILLE, MI      A/C Reg. No. N51FG      Time (Lcl) - 0530 EST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-ACTIVE AERO	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-TAKEOFF			0	0	0	2	0

-----Aircraft Information-----

Make/Model	- BEECH B-18S	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	- 11500	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 680 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELETYPE	BELLEVILLE, MI	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SHREVEPORT, LA	WILLOW RUN
Wind Dir/Speed - 360/004 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6511/ 160
Lowest Sky/Clouds - 1100 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 1100 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - SNOW - DRY
Obstructions to Vision - NONE		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----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 - 3200	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 11	Make/Model - 535	Last 30 Days - UNK/NR
	Aircraft Type - BE18T	Instrument - 640	Last 90 Days - 260
		Multi-Eng - 2000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT JUST AFTER LIFT OFF THE ACFT VEERED TO THE LEFT GOING OFF THE RWY STRIKING THE GROUND. INVESTIGATION REVEALED THAT THE PLT IN THE LEFT SEAT WAS RECEIVING TRAINING & BOTH PLTS WERE AT THE CONTROLS. THE ACFT ENG & AIRFRAME WERE INSPECTED & DISCLOSED NO PREIMPACT FAILURE.

Brief of Accident (Continued)

File No. - 3231

12/19/84

BELLEVILLE,MI

A/C Reg. No. N51FG

Time (Lcl) - 0530 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF

Finding(s)

1. CONTROL INTERFERENCE - INADVERTENT -
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED -
4.      IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - DUAL STUDENT
5. SUPERVISION - 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

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. - 3232      12/23/84      TROY, MI

A/C Reg. No. N9645W

Time (Lc1) - 1211 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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 -DESCENT

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-140

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-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- 200/015 KTS

Visibility - 10.0 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

TROY, MI

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TROY-OAKLAND

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 - 45

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 438

Make/Model- 10

Instrument- 96

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 53

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED A LOSS OF POWER WHILE IN THE TRAFFIC PATTERN. DURING HIS MANUVERING TO POSITION THE ACFT FOR LANDING, THE ACFT STALLED & IMPACTED IN A FIELD. INVESTIGATION DID NOT REVEAL ANY FUEL/ENG MALFUNCTION THAT WOULD HAVE CONTRIBUTED TO THE ACCIDENT.



Brief of Accident (Continued)

File No. - 3232

12/23/84

TROY, MI

A/C Reg. No. N9645W

Time (Lc1) - 1211 EST

-----  
Occurrence #1       LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation    APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. UNDETERMINED
- 

Occurrence #2       LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #3       IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3234      12/24/84      FLINT, MI      A/C Reg. No. N300EP      Time (Lcl) - 1525 EDT

-----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	4
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH BE-58	Eng Make/Model - CONTINENTAL IO-520-C7	ELT Installed/Activated - YES-UNK/NR
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 ON AIRPORT
Wx Briefing - FSS	Last Departure Point	
Method - TELEPHONE	ASHTABULA, OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	FLINT
Wind Dir/Speed- 360/017 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7848/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 1000 FT OBSCURED	Type Apch/Lndg - VOR/TVOR	Runway Status - SNOW - WET
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 737
SE LAND, ME LAND	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 204
		Instrument- 185
		Multi-Eng - 327
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A FLT IN IFR CONDITIONS THE ACFT ENCOUNTERED ICING. THE ICE WAS STILL ON THE WINGS AND TAIL WHEN THE ACFT PREPARED TO LAND. EXTRA AIRSPEED WAS CARRIED ON FINAL APPROACH. THE ACFT BALLOONED AS IT FLARED FOR TOUCHDOWN. IT THEN STALLED AND MADE A HARD LANDING. THE ACFT SLID OFF THE RWY AND STRUCK A SNOW COVERED OBJECT.

Brief of Accident (Continued)

File No. - 3234

12/24/84

FLINT, MI

A/C Reg. No. N300EP

Time (Lc1) - 1525 EDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FUSELAGE - ICE
  2. WING - ICE
  3. FLIGHT CONTROL SURFACES/ATTACHMENTS - ICE
  4. STALL - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2            HARD LANDING  
Phase of Operation       LANDING - FLARE/TOUCHDOWN

Finding(s)

5. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
- 

Occurrence #3            ON GROUND COLLISION WITH OBJECT  
Phase of Operation       LANDING - ROLL

Finding(s)

6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
- 

----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. - 3154      12/26/84      KALAMAZOO, MI      A/C Reg. No. N8060J      Time (Lcl) - 2200 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - SUPPLEMENTAL	Aircraft Damage					
Name of Carrier	-FEDERAL ARMORED SERVICES,	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire					
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	Fatal	0	Injuries
Accident Occurred During	-LANDING		Pass	0	Serious	0	Minor
						0	None
						0	1
						0	0

-----Aircraft Information-----

Make/Model	- PIPER AEROSTAR 600	Eng Make/Model	- LYCOMING IO-540-K1F5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 290 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- UNK/NR		
Completeness	- UNK/NR		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 130/013 KTS	KALAMAZOO	
Visibility	- 7.0 SM	Runway Ident	- 17
Lowest Sky/Clouds	- UNK/NR	Runway Lth/Wid	- 6500/ 150
Lowest Ceiling	- 1000 FT OVERCAST	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- ICE COVERED
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 2804	Last 24 Hrs - 2
SE LAND	Months Since - 13	Make/Model - 1224	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 520	Last 90 Days - 140
		Multi-Eng - 1445	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED UPON TOUCHDOWN, THE ACFT CONTACTED A PATCH OF ICE CAUSING IT TO SLIDE SIDEWAYS RESULTING IN A LEFT MAIN GEAR COLLAPSE. ATC TWR WITNESSES STATED THE ACFT APPEARED FAST ON FINAL AND A HARD LANDING WAS MADE.

Brief of Accident (Continued)

File No. - 3154

12/26/84

KALAMAZOO,MI

A/C Reg. No. N8060J

Time (Lc1) - 2200 EST

---

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING

Finding(s)

1. TERRAIN CONDITION - ICY
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. WEATHER CONDITION - CROSSWIND
- 

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

4. LANDING GEAR,MAIN GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3153      12/26/84      TROY,MI      A/C Reg. No. N115EA      Time (Lcl) - 2130 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -EXECUTIVE/CORPORATE  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

0

Crew

Pass

0

Injuries

Serious

0

Minor

0

None

1

3

-----Aircraft Information-----

Make/Model      - CESSNA 402C  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6350  
No. of Seats      - 10

Eng Make/Model      - CONTINENTAL TS10-520-VB  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 325 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - IMC  
Wind Dir/Speed- 090/008 KTS  
Visibility      - 1.000 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 400 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - SNOW  
Condition of Light      - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
TROY,MI  
Destination  
PIKEVILLE,KY

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

OAKLAND-TROY  
Runway Ident      - 27  
Runway Lth/Wid      - 3855/ 50  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND

Age - 41

Biennial Flight Review

Current      - YES

Months Since      - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 11158

Make/Model- 2700

Instrument- 550

Multi-Eng - 3820

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 55

Rotorcraft - 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING THE INITIAL TAKEOFF CLIMB FROM RWY 27 AT OAKLAND-TROY AIRPORT, TROY,MI, WHILE ON A CORPORATE FLT. INVESTIGATION REVEALED THAT APPROX 3 TO 5 INCHES OF SNOW HAD FALLEN AT THE ARPT DURING THE DAY & THE SNOW HAD NOT BEEN REMOVED FROM THE RWY THAT EVENING. A WITNESS REPORTED THERE WAS 5 INCHES OF SNOW ON THE RWY & IT WAS SNOWING AT THE TIME OF THE ACCIDENT. THE PLT REPORTED THAT "SHORTLY AFTER TAKEOFF THE ACFT YAWED, THEN VEERED RIGHT. UPON CORRECTING THIS CONDITION LEFT WING STRUCK THE GROUND." WHEN THE RIGHT ENG WAS TESTED A SMALL LEAK WAS DISCOVERED AT THE AIR INTAKE MANIFOLD. THE LEFT ENG WAS SEVERELY DAMAGED BY FIRE & COULD NOT BE TESTED.

Brief of Accident (Continued)

File No. - 3153

12/26/84

TROY, MI

A/C Reg. No. N115EA

Time (Lc1) - 2130 EST

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - TURBULENCE
  2. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
  3. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
  4. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - UNDETERMINED
  5. AIRPORT SNOW REMOVAL - NOT PERFORMED - AIRPORT PERSONNEL
- 

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

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. - 3182      12/26/84      YPSILANTI, MI      A/C Reg. No. N8921P      Time (Lcl) - 1755 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

-----Aircraft Information-----

Make/Model - PIPER PA-24-260  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3200  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-D4A5  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 080/005 KTS

Visibility - 1.000 SM

Lowest Sky/Clouds - PART OBS

Lowest Ceiling - 200 FT OBSCURED

Obstructions to Vision- NONE

Precipitation - SNOW

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

DETROIT, MI

Destination

BOYNE FALLS, MI

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 - IFR

Type of Clearance - IFR

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 31

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1195

Make/Model- 945

Instrument- 392

Last 24 Hrs - 14

Last 30 Days- UNK/NR

Last 90 Days- 51

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE & TWO PARKED CARS DURING A FORCED LANDING WHILE ON A PERSONAL FLT. THE PLT REPORTED THAT AFTER A 40 TO 50 MIN GROUND DELAY HE MADE A NORMAL CLIMB TO 5000 FT MSL WHERE HE TRIMMED THE ACFT & LEANED THE MIXTURE TO 75 PERCENT POWER. SHORTLY AFTER THE LEVEL OFF, THE ENG SUDDENLY LOST POWER & FUEL FLOW. THE PLT DECLARED AN EMERGENCY & REQUESTED VECTORS TO THE NEAREST AIRPORT. WHEN THE ACFT CAME OUT OF THE OVERCAST AT ABOUT 1000 FT MSL, THE PLT COULD NOT OBTAIN VISUAL CONTACT WITH THE AIRPORT & ELECTED TO LAND IN A PARKING LOT. EXAM OF THE ENG, FOUND WATER AROUND THE ALTERNATE AIR SOURCE DOOR & THE AIR FILTER WAS FROZEN & CLOGGED WITH ICE. A SIGMET WAS IN EFFECT AT THE TIME OF ACC CALLING FOR SEVERE ICING IN CLOUDS & PRECIP FROM THE SURFACE TO 12000 FT MSL.



Brief of Accident (Continued)

File No. - 3182

12/26/84

YPSILANTI, MI

A/C Reg. No. N8921P

Time (Lcl) - 1755 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. OTHER SYSTEM - ICE
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

6. OBJECT - FENCE
7. OBJECT - VEHICLE

-----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. - 3171      10/11/84      ST. CLOUD, MN      A/C Reg. No. N3227X      Time (Lcl) - 1755 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED  
Fire      NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model      - HARBAUGH JOHN T COUGAR-1  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1669  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-290-GPU  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 125 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC

Wind Dir/Speed- 150/011 KTS  
Visibility      - 7.0 SM

Lowest Sky/Clouds      - 1500 FT SCATTERED  
Lowest Ceiling      - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ST. CLOUD, MN  
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

ST CLOUD  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - DIRT  
Runway Status      - HIGH VEGETATION  
SOFT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 61

Biennial Flight Review

Current      - NO  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 140	Last 24 Hrs	- 1
Make/Model-	1	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HOMEBUILT ACFT CRASHED WHILE ATTEMPTING AN EMERGENCY LNDG IN A FARMERS FIELD. THE FINAL TURN TO LAND WAS STEEPENED TO AVOID A HOUSE. THE ACFT FLIPPED OVER AND CONTACTED THE GROUND IN AN INVERTED, LEFT WING & NOSE DWN ATTITUDE WHICH RESULTED IN A 180 DEGREE REVERSAL BEFORE FINAL IMPACT. THE PLT/OWNER/BUILDER HAD BEEN IN THE PROCESS OF COMPLETING THE ACFT FOR 20 YRS. HE HAD COME TO THE ARPT ON THE ACC DAY TO WORK ON THE ACFT AGAIN BUT INSTEAD DECIDED TO TRY A MAIDEN FLT. THE FLT LASTED 40 MINUTES. WITNESSES NOTICED THE ACFT FLYING ERRATICALLY AND LOSING ALT AS IT FLEW WEST ALONG THE HIWAY RETURNING TOWARD THE ARPT OF DEPARTURE. IT CRASHED INTO A CORNFIELD ABOUT 3 MILES FROM THE ARPT. INVESTIGATION OF THE ACFT WRECKAGE SHOWED SEVERAL IRREGULARITIES IN CONSTRUCTION METHODS & ASSEMBLY STANDARDS. MAINTENANCE PERFORMED WAS ALSO SUBSTANDARD. NO PROBLEMS OF APHYSICAL NATURE FOR THE 61 YR OLD PLT WERE DISCOVERED DURING AUTOPSY.

Brief of Accident (Continued)

File No. - 3171

10/11/84

ST. CLOUD, MN

A/C Reg. No. N3227X

Time (Lc1) - 1755 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
5. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND
6.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - 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) 1,2,3,4,5

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. - 3191      7/23/84      NEELYVILLE,MO      A/C Reg. No. N5307      Time (Lc1) - 1725 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	NONE	Fatal	Serious	Minor	None
Type of Operation -POSITIONING	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - GRUMMAN ACFT ENG COR-SCH G-164A	Eng Make/Model - PWA R-985-AN1	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NEELYVILLE,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 225/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - SOFT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	ROUGH
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	Current - UNK/NR	Total - 958
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 15
	Aircraft Type - UNK/NR	Make/Model- 155
		Instrument- 335
		Last 30 Days- UNK/NR
		Last 90 Days- 65
		Multi-Eng - 73

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AFTER TAKEOFF & TWO MILES FROM THE DESTINATION AIRPORT, THE PLT STARTED A 180 DEG TURN TO THE RT TO RETURN TO THE TAKEOFF STRIP. APPROX HALFWAY THROUGH THE TURN AT 45 DEG OF BANK, THE RT WING PITCHED DOWNWARD & HE WAS UNABLE TO CORRECT BY LOWERING THE NOSE & APPLYING LEFT AILERON & RUDDER.

Brief of Accident (Continued)

File No. - 3191

7/23/84

NEELYVILLE, MO

A/C Reg. No. N5307

Time (Lc1) - 1725 CDT

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3190      8/28/84      CHESTERFIELD,MO      A/C Reg. No. N9373M      Time (Lcl) - 1835 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	1	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - MOONEY M20E  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2575  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CHESTERFIELD,MO  
Destination  
DECATUR,IL

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

SPIRIT OF ST. LOUIS  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 56

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	-	691	Last 24 Hrs -	0
Make/Model-	622		Last 30 Days-	UNK/NR
Instrument-	73		Last 90 Days-	0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED SHORT OF THE RWY AFTER MAKING A 180 DEG TURN AFTER TAKEOFF FOLLOWING A LOSS OF POWER. THE PLT STATED THAT AFTER TAKEOFF & AT AN INDICATED AIRSPEED OF 100 TO 110 MPH, AT AN ALTITUDE OF 50 FT, THE ACFT ENG STARTED TO LOSE POWER. HE DECIDED TO RETURN TO THE AIRPORT AND THE ACFT STARTED TO STALL WHILE IN THE TURN CRASHING INTO AN OPEN DITCH NEAR THE END OF THE RWY. INVESTIGATION SHOWED A DISCREPANCY OF THE FUEL NOZZLES IN THE NO. 4 CYLINDER WHICH WERE FOUND BLOCKED. THE SERVO FUEL INJECTOR HAD WATER IN THE FUEL CHAMBER & THE FUEL LINE FROM THE FUEL STRAINER TO FUEL CONTROL HAD WASTER MIXED WITH GASOLINE. THE PROPELLER WAS REMOVED & CHECKED NORMAL.

Brief of Accident (Continued)

File No. - 3190

8/28/84

CHESTERFIELD, MO

A/C Reg. No. N9373M

Time (Lc1) - 1835 CDT

-----  
Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - CONTAMINATION
  2. FLUID, FUEL - WATER
  3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. STALL - INADVERTENT - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3105	12/19/84	KAISER, MO	A/C Reg. No. N3325X	Time (Lcl) - 1935 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
			Serious	Minor	None
Type of Operation - POSITIONING	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 - CESSNA 310L	Eng Make/Model - CONTINENTAL IO-470-V	ELT Installed/Activated - YES-UNK/NR
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 - 260 HP	

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-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KAISER, MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	WASHINGTON, MO	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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-----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, COMMERCIAL, CFI	Current - YES	Total - 2692
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - PA44180	Last 30 Days- 127
		Last 90 Days- 191
		Multi-Eng - 580

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED DEPARTING THE AIRPORT TO THE SOUTH CLIMBING. IFR FLT CONDITIONS PREVAILED IN THE AREA. THE PLT RPTD VFR AT 2000 FT. THE ACFT WAS NOTED BY PASSENGERS OF AN EARLIER FLIGHT TO HAVE MALFUNCTIONING AUTOPILOT ALTITUDE AND GUIDANCE INSTRUMENTATION. NO RECORD OF REPAIRS TO THESE FLIGHT INSTRUMENTS PRIOR TO THIS FLT WERE FOUND. NOR DID THE PLT REQUEST ANY ASSISTANCE FOR THEIR REPAIR. THE PLT REQUESTED AND RCVD IFR CLEARANCE TO HIS INTENDED DESTINATION. THE ACFT WAS HEARD DESCENDING UNTIL IMPACTING THE GROUND. THE ACFT IMPACTED THE GROUND IN A NEARLY VERTICAL ANGLE, BREAKING ONLY TWO TREE BRANCHES DURING THE VERTICAL DESCENT. NO MECHANICAL MALFUNCTION OF THE AIRFRAME OR ENGINES WAS DISCOVERED.



Brief of Accident (Continued)

File No. - 3105

12/19/84

KAISER, MO

A/C Reg. No. N3325X

Time (Lcl) - 1935 CST

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE - HOLDING(IFR)

Finding(s)

1. AUTOPILOT/FLIGHT DIRECTOR, TRANSMITTER(AUTOPILOT) - FLUCTUATING
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
  4. WEATHER CONDITION - LOW CEILING
  5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
  6. LIGHT CONDITION - DARK NIGHT
  7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND 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) 1,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3240

8/30/84

KALISPELL, MT

A/C Reg. No. N5183N

Time (Lcl) - 0920 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation - AERIAL APPLICATION

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - BOEING STEARMAN E75

Eng Make/Model - P&W R-985-AN

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2717

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 450 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 029/003 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 6000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

KALISPELL, MT

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 46

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3400

Last 24 Hrs - 6

Make/Model- 3300

Last 30 Days- UNK/NR

Instrument- 0

Last 90 Days- 182

Multi-Eng - 100

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS COMPLETING A TURN TO FINAL ON A NORMAL AERIAL APPLICATION MANEUVER. HE WAS APRX 15 FT AGL AT 65 MPH WHEN THE A/C STRUCK A BIRD (PRESUMED TO BE A RED TAILED HAWK). THE FORCE OF THE IMPACT BROKE THE PLEXIGLASS CANOPY AND TEMPORARILY DISTRACTED THE PILOT. A SPLIT SECOND LATER THE ACFT CONTACTED THE SOFT DIRT, THE NOSE DUG IN AND THE ACFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 3240

8/30/84

KALISPELL, MT

A/C Reg. No. N5183N

Time (Lc1) - 0920 MDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - BIRD(S)
  2. VISUAL LOOKOUT - NOT POSSIBLE - 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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3051

9/20/84

FORT PECK, MT

A/C Reg. No. NCGZWQ

Time (Lcl) - 1200 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	0	2	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA A185F  
Landing Gear - FLOAT  
Max Gross Wt - 3320  
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- 120/025 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 9000 FT SCATTERED  
Lowest Ceiling - 12000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
MISSOULA, MT

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 - WATER  
Runway Status - WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, SE SEA

Age - 46

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 786	Last 24 Hrs	- UNK/NR
Make/Model-	786	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT ATTEMPTED TO TAKEOFF FROM A CALM PART OF RESERVOIR. THE WAVE HEIGHTS WERE ESTIMATED TO BE 4 TO 6 FEET. THE ARFT STRUCK SEVERAL WAVES DURING THE TAKEOFF RUN. THE RT WING TIP DRAGGED IN THE WATER CAUSING THE ACFT TO NOSE OVER. THE ACFT CAME TO REST INVERTED, PARTIALLY SUBMERGED. THE PLT PULLED HIS SON AND DAUGHTER FROM THE ACFT BEFORE HE DROWNED.

Brief of Accident (Continued)

File No. - 3051

9/20/84

FORT PECK, MT

A/C Reg. No. NCGZWQ

Time (Lc1) - 1200 MDT

Occurrence #1      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #2      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      TAKEOFF - GROUND RUN

Occurrence #3      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Occurrence #4      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) 2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3130      9/21/84      MISSOULA,MT      A/C Reg. No. N3736Q      Time (Lcl) - 1450 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -APPROACH

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model        - BEECH V35  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2700  
No. of Seats       - 6

Eng Make/Model - CONTINENTAL IO-520-B  
Number Engines - 1  
Engine Type     - RECIP-FUEL INJECTED  
Rated Power     - 285 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing       - FSS  
Method            - IN PERSON  
Completeness      - FULL

Basic Weather     - IMC  
Wind Dir/Speed- 350/008 KTS  
Visibility        - 20.0 SM  
Lowest Sky/Clouds - 2200 FT SCATTERED  
Lowest Ceiling    - 4100 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation     - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
RAPID CITY,SD  
Destination  
MISSOULA,MT

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance    - IFR  
Type Apch/Lndg       - CIRCLING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MISSOULA  
Runway Ident       - N/A  
Runway Lth/Wid    - N/A  
Runway Surface     - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND  
HELICOPTER

Age - 28  
Biennial Flight Review  
Current            - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 1700	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON SEPT 21, 1984, A BEECH 35, N3736Q CRASHED INTO THE SIDE OF A MOUNTAIN 16 MILES NE OF MISSOULA, MT WHILE ON A VOR/DME8 INSTRUMENT APPROACH. THE PLT REPORTED ICING, TURBULENCE, AND INTERMITTANT VOR-DME RECEPTION. THE LAST REPORTED ALTITUDE BY THE PLT WAS 8500 FT ON A HEADING OF 250.. MISSOULA APPROACH CONTROL INSTRUCTED THE PLT TO ARC SOUTHEAST 16 NM AND TO INTERCEPT THE 152. RADIAL INBOUND TO ABORT FINAL APPROACH FIX. THE AIRCRAFT WAS APPROACHING THE ARC FROM THE EAST AND A LEFT TURN WAS REQUIRED. INSTEAD, THE PLT TURNED RIGHT AND PROCEEDED TO THE NW. HIS LAST POSITION REPORT WAS THE 16 NM ARC AT THE 028 RADIAL. THE CRASH SITE WAS LOCATED AT 14 NM ON THE 013. RADIAL OF THE MISSOULA VORTAC.

Brief of Accident (Continued)

File No. - 3130

9/21/84

MISSOULA, MT

A/C Reg. No. N3736Q

Time (Lc1) - 1450 MDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
  2. WEATHER CONDITION - TURBULENCE IN CLOUDS
  3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
  6. PLANNED APPROACH - NOT PERFORMED - PILOT IN COMMAND
  7. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3083      10/05/84      EAST GLACIER, MT      A/C Reg. No. N98325      Time (Lcl) - 0955 MDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-PEGASUS HELICOPTER	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	0	1
Accident Occurred During	-DESCENT		Pass	0	0	1	3

-----Aircraft Information-----

Make/Model	- AEROSPATIALE SE316B	Eng Make/Model	- TURBOMECA ARTOUSTE IIIB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4630	Engine Type	- TURBOSHAFT		
No. of Seats	- 6	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	
Wind Dir/Speed- 220/025 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - COMPANY (VFR)	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 - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL.CFI	Current - UNK/NR	Total - 8872
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 160
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 173
		Multi-Eng - 15
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 235
		Rotorcraft - 8562

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE ACFT CRASHED AT A REMOTE LANDING SITE WHILE ON A SEISMIC OPERATION. THE PLT STATED THAT HE DEPARTED A RIDGE-TOP WITH INTENTIONS OF DROPPING OFF 2 TO 4 PASSG AT ANOTHER RIDGETOP LOCATED ONE-HALF MI SOUTH. THE INTENDED LDG POINT WAS A NARROW RIDGETOP AT 6000 FT MSL, SURROUNDED BY RUGGED TERRAIN & NUMEROUS HIGH PEAKS TO 8000 MSL. HE STATED THAT THE APPROACH WAS MADE TO THE SOUTHWEST WITH THE WIND AT THE 11 O'CLOCK POSITION. HE FURTHER STATED THAT "AT APPROX 20 FT ABV TOUCHDOWN I ENCOUNTERED A DOWNDRAFT/WIND SHIFT WHICH INDUCED A HIGH VERTICAL RATE OF DESCENT. I DID NOT HAVE SUFFICIENT ALTITUDE TO ABORT THE APPROACH. THE ACFT LANDED HARD ON THE NOSEWHEEL, STABILIZED AT A HOVER FOR ABOUT TWO SECONDS, THEN ROLLED ONTO ITS RIGHT SIDE. I SUSPECT THAT THE DAMAGED NOSE GEAR STRUT INTERFERED WITH THE FLT CONTROLS AFTER INITIAL IMPACT." THE PLT STATED THE ACFT OPERATED IN A NORMAL MECHANICAL MANNER PRIOR TO THE ACTUAL ACCIDENT SEQUENCE.



Brief of Accident (Continued)

File No. - 3083

10/05/84

EAST GLACIER, MT

A/C Reg. No. N98325

Time (Lc1) - 0955 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      HOVER

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - UNFAVORABLE WIND
3.    COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2      HARD LANDING  
Phase of Operation      DESCENT - UNCONTROLLED

Occurrence #3      ROLL OVER  
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

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. - 3108      12/23/84      BILLINGS,MT      A/C Reg. No. N2024M      Time (Lcl) - 1118 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 2	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-32-300	Eng Make/Model - AVCO LYCOMING O-540-KIG5D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BILLINGS,MT	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	RIVERTON,WY	BILLINGS LOGAN INT'L
Wind Dir/Speed- 030/009 KTS	ATC/Airspace	Runway Ident - 09
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10500/ 150
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - SNOW - DRY
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 3619
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 824
		Last 30 Days- UNK/NR
		Instrument- 21
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON DEC 23, 1984, A NON INSTRUMENT RATED PVT PLT CRASHED INTO THE GROUND NEAR THE ARPT AT BILLINGS, MT KILLING ALL THREE OCCUPANTS ONBOARD. WX CONDITIONS AT THE TIME WERE INDEFINITE CEILING 100 FT SKY OBSCURED, 1/2 VIS WITH SNOW AND FOG. THE PLT RECEIVED PRIOR WX BRIEFINGS PRIOR TO DEPARTURE AND FILED AN IFR. SHORTLY AFTER DEPARTURE, THE AC WAS OBSERVED ON RADAR TO BE MEANDERING OVER THE ARPT. LOCAL EYE WITNESSES HEARD THE AC IN A COUPLE OF SPIRAL TYPE TURNS BEFORE CRASHING. EXAMINATION OF THE WRECKAGE REVEALED THAT THE VERITICAL, HORIZONTAL STABILIZERS AND RIGHT WING SEPARATED INFLT JUST PRIOR TO IMPACT WITH THE GROUND. THE PLT & HIS FAMILY WERE GOING TO PHOENIX, AZ TO SPEND XMAS WITH HIS FAMILY.

Brief of Accident (Continued)

File No. - 3108

12/23/84

BILLINGS,MT

A/C Reg. No. N2024M

Time (Lc1) - 1118 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - FOG
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
7. WEATHER CONDITION - OBSCURATION
8. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
9. WEATHER CONDITION - SNOW
10. WEATHER CONDITION - TURBULENCE IN CLOUDS

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CLIMB

Finding(s)

11. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

12. WING - OVERLOAD
13. AIRSPEED(VA) - EXCEEDED - PILOT IN COMMAND
14. HORIZONTAL STABILIZER ATTACHMENT - OVERLOAD
- \*15. VERTICAL STABILIZER ATTACHMENT - OVERLOAD

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) 2,5,8,11,12,13,14,15

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3082      3/10/84      MARION, NC

A/C Reg. No. N4221G

Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	1	0	0
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - SCHLEICHER KA6CR  
Landing Gear - SKI/WHEEL  
Max Gross Wt - 660  
No. of Seats - 1

Eng Make/Model - N/A  
Number Engines - N/A  
Engine Type - N/A  
Rated Power - N/A

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 180/012 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MARION, NC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
GO AROUND

Airport Proximity  
ON AIRPORT

Airport Data

SHIFLET  
Runway Ident - 28  
Runway Lth/Wid - 3600 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND  
GLIDER

Age - 43

Biennial Flight Review

Current - YES  
Months Since - 17  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3900	Last 24 Hrs	- 4
Make/Model	- 40	Last 30 Days	- 8
Instrument	- 345	Last 90 Days	- 8
Multi-Eng	- 1400		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ATTEMPTED A 360 DEG TURN PRIOR TO LANDING, WHILE AT A LOW ALTITUDE AND CRASHED AFTER APRX 150 TO 180 DEGS OF THE TURN.

Brief of Accident (Continued)

File No. - 3082

3/10/84

MARION, NC

A/C Reg. No. N4221G

Time (Lc1) - 1600 EST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND  
-----

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

2. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3050      10/31/84      CHARLOTTE, NC      A/C Reg. No. N90609      Time (Lcl) - 2210 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-TOP FLIGHT AIR SERVICE	SUBSTANTIAL		Fatal	0	Serious	0	Minor	0	None	1
Type of Operation	-NON SCHED,INTL,CARGO	Fire	NONE	Crew	0	0	0	0	0	0	
Flight Conducted Under	-14 CFR 135			Pass	0	0	0	0	0	0	
Accident Occurred During	-LANDING										

-----Aircraft Information-----

Make/Model	- SMITH AEROSTAR 600A	Eng Make/Model	- LYCOMING IO-540-K1F5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	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	- FSS	Last Departure Point	JACKSONVILLE,FL	ON AIRPORT	
Method	- UNK/NR	Destination	CHARLOTTE,NC	Airport Data	
Completeness	- WEATHER NOT PERTINENT	ATC/Airspace		DOUGLAS INTERNATIONAL	
Basic Weather	- VMC	Type of Flight Plan	- IFR	Runway Ident	- 36R
Wind Dir/Speed	- CALM	Type of Clearance	- IFR	Runway Lth/Wid	- 7845/ 150
Visibility	- 6.0 SM	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Surface	- ASPHALT
Lowest Sky/Clouds	- CLEAR			Runway Status	- DRY
Lowest Ceiling	- NONE				
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 - YES	Total - 2613	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 7	Make/Model - 350	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 391	Last 90 Days - 250
		Multi-Eng - 575	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FINAL APPROACH THE PILOT WAS UNABLE TO LOWER THE NOSE GEAR THEREFORE HE LANDED WITH THE NOSE GEAR RETRACTED. POST CRASH EXAMINATION REVEALED THAT THE NOSE STEERING ACTUATING BOLT WAS FRACTURED. THE FRACTURE SURFACES EXHIBITED SIGNATURES OF A PROGRESSIVE FATIGUE FAILURE.

Brief of Accident (Continued)

File No. - 3050

10/31/84

CHARLOTTE, NC

A/C Reg. No. N90609

Time (Lcl) - 2210 EST

-----  
Occurrence #1        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - JAMMED
  2. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
  3. LANDING GEAR, NOSE WHEEL STEERING - FATIGUE
  4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
- 

Occurrence #2        ON GROUND 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) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3156      11/27/84      AHOSKIE, NC      A/C Reg. No. N12946      Time (Lcl) - 1230 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - APPROACH

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E20  
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 - FULL  
Basic Weather - IMC  
Wind Dir/Speed- CALM  
Visibility - 25.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - OBSCURED  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
AHOSKIE, NC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

TRI COUNTY  
Runway Ident - 36  
Runway Lth/Wid - 3950/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 31  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)		
Total	-	195
Last 24 Hrs	-	1
Last 30 Days	-	UNK/NR
Last 90 Days	-	23

Make/Model- 180  
Instrument- 3

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A NIGHT VFR LOCAL AREA FLIGHT THE PILOT NOTICED HAZE OBSCURING THE LIGHTS ON THE GROUND. HE RETURNED TO THE AIRPORT AND ACTIVATED THE REIL LIGHTS. HE LOST SIGHT OF THE LIGHTS AS HE ENTERED THE TRAFFIC PATTERN. DURING THE LEFT TURN TO BASE, HE ENTERED FOG AND BECAME DISORIENTED AND ATTEMPTED A GO-AROUND. THE AIRCRAFT IMPACTED SOME TREES BUT WAS STILL CONTROLLABLE. THE PILOT ATTEMPTED TO MAKE ANOTHER APPROACH BUT AGAIN BECAME DISORIENTED AND THE ACFT IMPACTED THE GROUND ON THE AIRPORT BUT HEADING ABOUT 120 DEGREES LEFT OF THE INTENDED RWY. THE PILOT REPORTED ONLY 3 HOURS OF SIMULATED INSTRUMENT TIME.



Brief of Accident (Continued)

File No. - 3156

11/27/84

AHOSKIE, NC

A/C Reg. No. N12946

Time (Lc1) - 1230 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. LIGHT CONDITION - NIGHT
2. WEATHER CONDITION - FOG
3. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

5. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3205      12/09/84      FREMONT, NC      A/C Reg. No. N74636      Time (Lcl) - 1647 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation -PERSONAL	Fire	0	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0
Accident Occurred During -LANDING				

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5B	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 - 2000	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	ON AIRSTRIP
Method - N/A	WILSON, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FREMONT, NC	
Wind Dir/Speed- 170/003 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1120 -UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 30
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 2
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED THAT HE LANDED HARD & BOUNCED TWICE BEFORE SETTLING TO THE RWY. HE APPLIED FULL BRAKING & THE ACFT SKIDDED OFF THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 3205

12/09/84

FREMONT, NC

A/C Reg. No. N74636

Time (Lcl) - 1647 EST

-----  
Occurrence            LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - DITCH
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND.

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3085      10/29/84      GRAND ISLAND, NE      A/C Reg. No. N39202      Time (Lcl) - 1700 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 - ASPEN QUICKIE 2  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1000  
No. of Seats - 2

Eng Make/Model - REVMaster 2100D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 64 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- 170/014 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  
GRAND ISLAND, NE  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

HALL CO REGIONAL  
Runway Ident - 17  
Runway Lth/Wid - 7001/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 45  
Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)		
Total	- 337	Last 24 Hrs - 1
Make/Model-	3	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS PRACTICING LANDINGS & HAD LESS THAN THREE HOURS TOTAL TIME IN THE Q2. HE SAID HE FLARED HIGH & BOUNCED THREE TIMES. DURING THE THIRD BOUNCE THE FRONT WING, TO WHICH THE MAIN LANDING GEAR IS ATTACHED, BROKE & THE ACFT RAN OFF THE LEFT SIDE OF THE RWY. THE LANDING WAS BEING MADE INTO THE WIND.

Brief of Accident (Continued)

File No. - 3085

10/29/84

GRAND ISLAND, NE

A/C Reg. No. N39202

Time (Lcl) - 1700 CST

-----  
Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TOUCH-AND-GO LANDING - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3002

6/08/84

LACONIA, NH

A/C Reg. No. N1012E

Time (Lc1) - 1735 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - AERONCA 7AC  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1220  
No. of Seats - 3

Eng Make/Model - CONTINENTAL C65-8  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 65 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- 270/006 KTS  
Visibility - 8.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
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 - VFR  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

LACONIA  
Runway Ident - 35  
Runway Lth/Wid - 3250 -UNK/NR  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 41  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 6747  
Make/Model- 254  
Instrument- 1028  
Multi-Eng - 4318  
Last 24 Hrs - 6  
Last 30 Days- UNK/NR  
Last 90 Days- 130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STALLED AND COLLIDED WITH THE GROUND SHORTLY AFTER TAKEOFF FROM LACONIA AIRPORT. THE INITIAL CLIMB WAS "OK" ACCORDING TO THE PLT UNTIL THE AIRCRAFT REACHED TREE TOP LEVEL AT 70 TO 100 FT AGL AT WHICH TIME THE AIRSPEED SEEMED TO LEVEL OFF AND THE AIRCRAFT STOPPED CLIMBING. THE PILOT MADE A LEFT TURN, THE CLIMB STOPPED AND THE AIRCRAFT DESCENDED WITH THE AIRSPEED, ALTITUDE AND ENGINE POWER DECREASING. THE AIRCRAFT THEN PITCHED DOWN ABRUPTLY FROM 25 FT AGL AND CONTACTED THE TERRAIN.

Brief of Accident (Continued)

File No. - 3002

6/08/84

LACONIA,NH

A/C Reg. No. N1012E

Time (Lc1) - 1735 EDT

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Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

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----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. - 3321      7/03/84      N. HAVERHILL, NH      A/C Reg. No. N8101R      Time (Lc1) - 1250 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED

Fire      NONE

Crew      1  
Pass      0

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH B55  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5100  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-E  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 285 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 330/005 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 4000 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  
BENNINGTON, VT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

DEAN MEMORIAL  
Runway Ident - 01  
Runway Lth/Wid - 2500/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND, SE SEA

Age - 38  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1400	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-----

A FRIEND WHO OBSERVED THE PLT PREFLIGHTING THE ACFT SAW HIM DRAIN FUEL FROM THE SUMPS TO CHECK FOR WATER. HOWEVER, HE DID NOT SEE THE PLT CHECK THE FUEL LEVEL IN THE TANKS. THE PLT TAXIED TO THE RWY, PERFORMED AN ENG RUN-UP & TOOK OFF. SHORTLY AFTER LIFT-OFF, WITNESSES NOTED A LOSS OF ENG POWER. THE ACFT THEN DESCENDED IN A LEFT TURN & COLLIDED WITH THE GROUND LESS THAN 1 MI FROM THE ARPT. AN EXAM OF THE ACFT DISCLOSED A TOTAL OF ABOUT 1 GAL OF FUEL ABOARD. APRX 1 GAL WAS FOUND IN THE LEFT MAIN & AUX TANKS. NO FUEL WAS FOUND IN THE RIGHT MAIN & AUX TANKS. THERE WAS NO EVIDENCE OF FUEL LEAKAGE FROM THE LEFT WING, BUT AN UNDETERMINED AMOUNT OF FUEL HAD LEAKED FROM THE RIGHT TANKS. THE LEFT FUEL SELECTOR WAS FOUND POSITIONED TO THE LEFT MAIN TANK; THE RIGHT SELECTOR WAS POSITIONED TO THE RIGHT AUX TANK. THE ACFT WAS PLACARDED FOR TAKEOFF BY USING THE MAIN TANKS ONLY. ME TOX CHECK SHOWED BLOOD/ALCOHOL LVL: 0.148%, VITREOUS/ALCOHOL LVL: 0.003%; HOWEVER, FAA TESTS WERE NEGATIVE FOR ALCOHOL IN BLOOD & URINE; NH STATE TEST SHOWED LESS THAN 0.01% IN BLOOD.



Brief of Accident (Continued)

File No. - 3321

7/03/84

N. HAVERHILL, NH

A/C Reg. No. N8101R

Time (Lcl) - 1250 EDT

-----  
Occurrence #1            LOSS OF POWER  
Phase of Operation    TAKEOFF - INITIAL CLIMB  
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND  
2. FLUID, FUEL - STARVATION  
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND  
-----

Occurrence #2            FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

Occurrence #3            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)  
-----

Finding(s)  
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND  
-----

Occurrence #4            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3244      8/13/84      RICHMOND,NH      A/C Reg. No. N4323G      Time (Lcl) - 0745 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

DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
1  
0

Injuries

Serious      Minor  
0      0  
0      0

None  
0  
0

-----Aircraft Information-----

Make/Model      - PIPER PA-46-310P  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4118  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TS10-520-BE1  
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      - UNK/NR

Wind Dir/Speed- CALM

Visibility      - 5.0      SM

Lowest Sky/Clouds      - PART OBS

Lowest Ceiling      - 1000 FT BROKEN

Obstructions to Vision- FOG

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

WESTERLY,RI

Destination

KEENE,NH

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance      - IFR

Type Apch/Lndg      - ILS-COMPLETE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DILLANT-HOPKINS

Runway Ident      - 02

Runway Lth/Wid      - 6502/ 150

Runway Surface      - ASPHALT

Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 59

Biennial Flight Review

Current      - YES

Months Since      - 16

Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 3097

Make/Model- UNK/NR

Instrument- 1322

Multi-Eng - 27

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS FLYING INBOUND FOR THE ILS RWY 02 APCH VIA THE GARDNER VOR TRANSITION. WHILE ON THE TRANSITION, THE ACFT DESCENDED BELOW THE 4000 FT MSL MIN ALT TO 2600 FT MSL. THE PLT WAS ALERTED BY ATC. HE RESPONDED THAT HIS CHART READ 3000 FT. THE ACFT THEN CLIMBED ABOVE 2700 FT, BUT DESCENDED AGAIN (TO 1500 FT MSL) UNTIL ABOUT 2 MI OUTSIDE THE OUTER MARKER. THE MIN PUBLISHED ALT TO INTERCEPT THE GLIDE SLOPE WAS 2600 FT & AND THE RECOMMENDED (GLIDE SLOPE) ALT FOR CROSSING THE OUTER MARKER WAS 2548 FT. BEFORE REACHING THE OUTER MARKER, THE ACFT MADE AN ABRUPT TURN TO THE SOUTHWEST, ENTERED A STEEP DESCENT & CRASHED IN A WOODED AREA. AN EXAM OF THE ACFT DID NOT DISCLOSE ANY EVIDENCE OF A MALFUNCTION. A FLT INSPECTION OF THE NAV AIDS DISCLOSED SATISFACTORY OPERATION. A POST MORTEM EXAM WAS INCONCLUSIVE TO POSSIBLE PHYSICAL IMPAIRMENT. THE PROCEDURE TURN ALT FOR THE APCH WAS 3000 FT, BUT THE GARDNER TRANSITION DID NOT REQUIRE A PROCEDURE TURN.

Brief of Accident (Continued)

File No. - 3244

8/13/84

RICHMOND,NH

A/C Reg. No. N4323G

Time (Lcl) - 0745 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH  
-----

----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. - 3315

9/08/84

WILMOT,NH

A/C Reg. No. N86859

Time (Lcl) - 1054 EDT

-----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	Injuries		
		Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 2

Eng Make/Model - AVCO LYCOMING O-360-C2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
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  
NEW LONDON,NH  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data  
UNKNOWN

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,SE SEA  
GLIDER

Age - 30  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - SGS2-33

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 841  
Make/Model- 11  
Instrument- 54  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES SAW A RT WING SECTION SEPARATE WHEN THE ACFT WAS IN A LOOP. THE ACFT DESCENDED AND CRASHED AFTERWARDS. THE INVESTIGATION DISCLOSED THE PILOT HAD PREVIOUS AEROBATIC EXPERIENCE IN GLIDERS. NO RECORDS WERE DISCLOSED REVEALING PILOT FLIGHT TIME IN POWERED ACFT. THE ACFT WAS PLACARDED FOR NO LOOPS. THE ACFT WAS NOT AEROBATIC CERTIFIED.

Brief of Accident (Continued)

File No. - 3315

9/08/84

WILMOT,NH

A/C Reg. No. N86859

Time (Lcl) - 1054 EDT

-----  
Occurrence #1        ABRUPT MANEUVER  
Phase of Operation    MANEUVERING

Finding(s)

1. AEROBATICS - INITIATED - PILOT IN COMMAND
- 

Occurrence #2        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    MANEUVERING

Finding(s)

2. WING,SKIN - SEPARATION
  3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
  4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 3268      9/30/84      LINCOLN,NH      A/C Reg. No. N8588F      Time (Lcl) - 1303 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL OBSERVATION	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 - BELL 47G-3B1	Eng Make/Model - LYCOMING TVO-435-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 270 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LINCOLN,NH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LINCOLN,NH	Runway Ident - N/A
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 5000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1527
SE LAND	Months Since - 20	Make/Model- 793
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 710
		Last 24 Hrs - 30
		Last 30 Days- 7
		Last 90 Days- 110
		Rotorcraft - 877

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS BEING USED IN A PASSENGER SIGHTSEEING OPERATION WHEN SHORTLY AFTER TAKEOFF THE ENG CEASED TO OPERATE & THE ACFT CRASHED INTO TREES. BOTH PASSENGERS ABOARD THE HELICOPTER OBSERVED THAT THE FUEL GAGE INDICATED EMPTY PRIOR TO THE ENG STOPAGE. EXAM OF THE WRECKAGE AT THE ACCIDENT SITE REVEALED LESS THAN 2 GALLONS OF FUEL IN THE FUEL TANKS.

Brief of Accident (Continued)

File No. - 3268

9/30/84

LINCOLN, NH

A/C Reg. No. N8588F

Time (Lc1) - 1303 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. 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. - 3138      2/07/84      NEWARK, NJ      A/C Reg. No. N8073J      Time (Lcl) - 0520 EST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-P.D.Q.	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	Injuries	Minor	None	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1	
Accident Occurred During	-LANDING			0	0	0	1	

-----Aircraft Information-----

Make/Model	- PIPER PA-600	Eng Make/Model	- LYCOMING IO-540-KLJ5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 290 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	ON AIRPORT	
Method	- UNK/NR		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	NEWARK	
Wind Dir/Speed		Runway Ident	- 11
Visibility	- 12.0 SM	Runway Lth/Wid	- 6800/ 150
Lowest Sky/Clouds	- CLEAR	Runway Surface	- ASPHALT
Lowest Ceiling	- BROKEN	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, CFI	Current - YES	Total - 1855	Last 24 Hrs - 8
SE LAND, SE SEA	Months Since - 0	Make/Model - 400	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 215	Last 90 Days - 293
		Multi-Eng - 680	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON LANDING ROLL WHEN IT BEGAN TO VEER FROM THE RWY. THE PLT ATTEMPTED TO MAINTAIN DIRECTIONAL CONTROL BUT THE ACFT LEFT THE RWY AND COLLIDED WITH A TAXIWAY MARKER SIGN CAUSING SUBSTANTIAL DAMAGE TO THE ACFT. SHORTLY THEREAFTER, THE RIGHT MAIN LANDING GEAR COLLAPSED. THE LANDING GEAR TORQUE LINK SHOWED A FRACTURED SURFACE TYPICAL OF FATIGUE PROGRESSION. THERE WAS EVIDENCE OF IMPROPER INSPECTION PROCEDURES USED THAT FAILED TO DISCLOSE THE FATIGUE AND CRACKED SURFACE IN THE TORQUE LINK.



Brief of Accident (Continued)

File No. - 3138

2/07/84

NEWARK,NJ

A/C Reg. No. N8073J

Time (Lc1) - 0520 EST

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Occurrence            LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
  3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3173

4/10/84

MARLBORO,NJ

A/C Reg. No. N9950U

Time (Lcl) - 1337 EST

-----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 -DESCENT

Fire NONE  
Crew  
Pass

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AA-1C  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 115 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS  
Method - IN PERSON  
Completeness - UNK/NR  
Basic Weather - VMC

Itinerary

Last Departure Point  
MARLBORO,NJ  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MARLBORO  
Runway Ident - 09  
Runway Lth/Wid - 2170/ 40  
Runway Surface - ASPHALT  
Runway Status - DRY

Wind Dir/Speed- 010/013 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - 25000 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 - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 45

Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

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-----

PILOT AND PAX DEPARTING 2170 FT RWY AT NEAR MAX GROSS WEIGHT PAX STATED IT DIDNT APPEAR AS IF THEY WERE GOING TO CLEAR HIGH TENSION POWER LINES LOCATED ABOUT 2400 FT FROM RWY END. PILOT MADE LEFT TURN AND IMPACTED UNMARKED WIRES ABOUT 600 FT LEFT OF EXTENDED CENTERLINE.IT WAS WITHIN THE A/C PERFORMANCE CAPABILITIES TO CLEAR THE WIRE OBSTRUCTIONS OF THE RWY END, HOWEVER, THE LOSS OF LIFT IN THE PREMATURE LEFT TURN RESULTED IN A DEGREDDATION OF A/C PERFORMANCE. THE PILOT WAS NOT ABLE TO CLEAR THE ADDITIONAL WIRES DURING THE TURN.

Brief of Accident (Continued)

File No. - 3173

4/10/84

MARLBORO,NJ

A/C Reg. No. N9950U

Time (Lc1) - 1337 EST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
  4. JUDGEMENT - POOR - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - UNCONTROLLED

-----

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3320      9/16/84      LINDEN, NJ      A/C Reg. No. N478KT      Time (Lcl) - 2018 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  
DESTROYED

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	5	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-32R-300  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3600  
No. of Seats      - 6

Eng Make/Model - AVCO LYCOMING IO-540K1G5D ELT Installed/Activated - YES/NO  
Number Engines - 1      Stall Warning System - YES  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 250/007 KTS  
Visibility      - 25.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - UNK/NR

Itinerary

Last Departure Point  
EDGARTOWN, MA  
Destination  
LINDEN, NJ

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - TRAFFIC ADVISORY  
Type Apch/Lndg      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

LINDEN  
Runway Ident      - 27  
Runway Lth/Wid      - 4139/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND

Age - 47  
Biennial Flight Review  
Current      - YES  
Months Since      - 18  
Aircraft Type - PA32R30

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 764	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

ACFT COLLIDED WITH UTILITY POLE DURING A NIGHT VISUAL LNDG. THE POLE IS LOCATED ABOUT 583' FROM THE RWY THRESHOLD AND IS 58' HIGH. THE POLE WAS UNMARKED. THE PLT MADE 1 PREVIOUS NIGHT LNDG. AT THE ARPT AND 5 TOTAL LNDGS AT THE ARPT. THE INVESTIGATION DID NOT DISCLOSE EVIDENCE OF MALFUNCTION TO THE ACFT. THERE WAS NO PHYSICAL IMPAIRMENT OR INCAPACITATION OF THE PLT. THE ELT WAS DEFECTIVE AND DID NOT ACTIVATE. A SEARCH WAS CONDUCTED ABOUT 1.5 HR AFTER THE ACCIDENT AND THE ACFT WAS FOUND ON THE ARPT ABOUT 30 MINS LATER.

Brief of Accident (Continued)

File No. - 3320

9/16/84

LINDEN, NJ

A/C Reg. No. N478KT

Time (Lc1) - 2018 EDT

-----  
Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
1. PROPER GLIDEPATH - NOT PERFORMED - PILOT IN COMMAND  
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND  
-----

Occurrence #2           IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
3. OBJECT - UTILITY POLE  
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3151      11/16/84      ATLANTIC CITY,NJ      A/C Reg. No. N2831Y      Time (Lcl) - 2042 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 3	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-28-236	Eng Make/Model - LYCOMING O-540-53A5D	ELT Installed/Activated - YES-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 - 250 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FARMINGDALE,NY	
Completeness - PARTIAL,LMTD BY PILOT	Destination	<b>Airport Data</b>
Basic Weather - VMC	ATLANTIC CITY,NJ	UNKNOWN
Wind Dir/Speed- 290/013 KTS	<b>ATC/Airspace</b>	Runway Ident - N/A
Visibility - 7.0 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 -	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 200
SE LAND	Months Since - 16	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED IN CLOSE PROXIMITY TO ANOTHER AIRCRAFT IN THE TRAFFIC PATTERN. THE PILOT EXTENDED THE DOWNLEG LEG LEG. DURING THE TURN TO ALIGN THE AIRCRAFT WITH THE RUNWAY THE PILOT SUFFERED A DISABLING HEART ATTACK. UNABLE TO RECOVER THE AIRCRAFT FROM ITS DESCENT IT ENTERED THE WATER AT A NOSE DOWN ANGLE OF APPROXIMATELY 80 DEGREES.

Brief of Accident (Continued)

File No. - 3151

11/16/84

ATLANTIC CITY, NJ

A/C Reg. No. N2831Y

Time (Lcl) - 2042 EST

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. STALL - NOT CORRECTED - PILOT IN COMMAND
  2.     INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND
  3. DESCENT - UNCONTROLLED - PILOT IN COMMAND
  4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  5. LEVEL OFF - NOT ATTAINED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - WATER, ROUGH
- 

-----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. - 3001

12/26/84

MARLBORO,NJ

A/C Reg. No. N3968K

Time (Lcl) - 1000 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	1	0
Crew				
Pass	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----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- 230/009 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

MARLBORO

Runway Ident - 27

Runway Lth/Wid - 2170/ 40

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 60

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 47 Last 24 Hrs - 1

Make/Model- 47 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED HARD ON RUNWAY 27 AT MARLBORO AIRPORT WHILE ON A SOLO FLIGHT. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED AND THE STUDENT PILOT RECEIVED MINOR INJURIES. THE PILOT HAD A TOTAL OF 47 FLIGHT HOURS ALL OF WHICH WERE IN THE SAME MAKE AND MODEL AIRCRAFT. THE PILOT FAILED TO FLARE AND COMPENSATE FOR A RAPID SINK RATE.



Brief of Accident (Continued)

File No. - 3001

12/26/84

MARLBORO,NJ

A/C Reg. No. N3968K

Time (Lcl) - 1000 EST

---

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  2. LEVEL OFF - MISJUDGED - PILOT IN COMMAND
  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. - 3303      7/29/84      GRANTS,NM      A/C Reg. No. N81JD      Time (Lcl) - 1050 MDT

-----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	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - DEMICK JAMES A RAND KR2	Eng Make/Model - VOLKSWAGON 1834	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	GRANTS,NM	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ALBUQUERQUE,NM	GRANTS
Wind Dir/Speed- 135/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	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 - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2138
SE LAND	Months Since - 3	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 182
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED DEAD STICK ON A BLACK-TOP ROAD AFTER THE ENG LOST OIL PRESS DUE TO A LARGE LEAK IN AN OIL SEAL DURING CRUISE FLT. DURING THE LNDG THE LEFT WG HIT A SIGN POST ALONGSIDE A BRIDGE AND THE WING TIP PLUS THE ALIERON WERE SHEARED OFF. THE RESULTING SWERVING SIDE LOADS AND BOUNCES FAILED THE MAIN LNDG GEAR. THE ENG HAD SEIZED DUE TO LOSS OF OIL. THE PLT SAID HE KEPT IT RUNNING AT MINIMUM OIL PRESSURE UNTIL IT STARTED VIBRATING & KNOCKING TO CLEAR A MAJOR INTERSTATE HIWAY (I-40).

Brief of Accident (Continued)

File No. - 3303

7/29/84

GRANTS,NM

A/C Reg. No. N81JD

Time (Lcl) - 1050 MDT

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,OIL - EXHAUSTION
  2. FLUID,OIL - LEAK
  3. LUBRICATING SYSTEM,OIL SEAL - LEAK
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - OBJECT
- 

Occurrence #4            MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3166      10/12/84      PINEHILL,NM      A/C Reg. No. N8868R      Time (Lcl) - 1200 MDT

-----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

Crew  
Pass

	Fatal	Serious	Minor	None
	1	0	0	0
	0	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 14-19-3A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3000  
No. of Seats - 4

Eng Make/Model - TELE CONT. IO-470-F  
Number Engines - 1  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 260/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 1000 FT SCATTERED

Lowest Ceiling - 1500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FLAGSTAFF,AZ

Destination  
UNK/NR

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)

PRIVATE

SE LAND

Age - 41

Biennial Flight Review

Current - NO

Months Since - 29

Aircraft Type - PA38112

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 194

Make/Model- 127

Instrument- 3

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

LEFT WING FAILED INFLIGHT. THUNDERSTORMS IN AREA AT TIME OF CRASH. PILOT WAS ENROUTE FROM CALIFORNIA TO NEW JERSEY, HAD BEEN FLYING 4 HOURS, 18 MINUTES. AWAKE AT LEAST 7 HOURS. TRANSITED 1 TIME ZONE. NO RECORD OF WEATHER BRIEFING OR FLIGHT PLAN FILED. PILOT NOT INSTRUMENT RATED.

Brief of Accident (Continued)

File No. - 3166

10/12/84

PINEHILL,NM

A/C Reg. No. N8868R

Time (Lc1) - 1200 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
3. WEATHER CONDITION - RAIN
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. IMPROPER DECISION,FATIGUE - PILOT IN COMMAND
6. WEATHER EVALUATION - POOR - PILOT IN COMMAND
7. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
8. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
9. IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
10. IMPROPER DECISION,INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE - NORMAL

Finding(s)

11. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
12. IMPROPER DECISION,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation MANEUVERING

Finding(s)

13. WING - FAILURE,TOTAL
14. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

15. OBJECT - TREE(S)
16. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7,11,13,14

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,8,9,10,12,15,16

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3239      10/23/84      MILAN,NM      A/C Reg. No. N5543T      Time (Lcl) - 0600 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA TR182RG	Eng Make/Model - LYCOMING O-540-L3C5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FARMINGTON,NM	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	GRANTS,NM	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2685
SE LAND	Months Since - 15	Last 24 Hrs - UNK/NR
	Aircraft Type - C-182	Make/Model- 122
		Instrument- 130
		Last 30 Days- 9
		Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT DEPARTED FARMINGTON,NM IN THE EARLY MORNING DARKNESS EN ROUTE TO GRANTS, NM. THE AIRPLANE STRUCK THE ROCK FACE OF A 8399-FOOT MESA AT ABOUT THE 8150-FOOT LEVEL. ACCORDING TO ONE LOCAL RESIDENT, WEATHER AT THAT TIME CONSISTED OF A LOW CEILING, POOR VISIBILITY AND MODERATE SNOWFALL. THE INSTRUMENT-RATED PILOT OBTAINED A WEATHER BRIEFING BUT DID NOT FILE A FLIGHT PLAN.

Brief of Accident (Continued)

File No. - 3239

10/23/84

MILAN,NM

A/C Reg. No. N5543T

Time (Lc1) - 0600 MDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

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 - OBSCURATION
  5. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
  6. IMPROPER DECISION, INATTENTIVE - PILOT IN COMMAND
  7. WEATHER CONDITION - SNOW
  8. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING

Finding(s)

9. TERRAIN CONDITION - RISING
  10. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  11. MANEUVER - INTENTIONAL - PILOT IN COMMAND
  12. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  13. ALTITUDE - INADEQUATE - PILOT IN COMMAND
  14. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
  15. LIGHT CONDITION - DAWN
  16. PULL-UP - PERFORMED - PILOT IN COMMAND
  17. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 11,13,14,16,17

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9,10,12,15

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3139      10/29/84      LAS VEGAS,NM      A/C Reg. No. N4001Q      Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -DRUG HAULING  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -MANEUVERING

Aircraft Damage  
DESTROYED

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model    - CESSNA 340  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 5975  
No. of Seats   - 2

Eng Make/Model - CONTINENTAL TS10-520-J  
Number Engines - 2  
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        - NO RECORD OF BRIEFING  
Method            - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-   UNK/NR  
Visibility          - UNK/NR  
Lowest Sky/Clouds   - UNK/NR  
Lowest Ceiling     - UNK/NR  
Obstructions to Vision- UNK/NR  
Precipitation      - UNK/NR  
Condition of Light   - NIGHT(DARK)

Itinerary

Last Departure Point  
UNK/NR  
Destination  
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - STRAIGHT-IN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident        - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status       - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 42  
Biennial Flight Review  
Current            - YES  
Months Since      - 4  
Aircraft Type      - T-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 5715  
Make/Model-       UNK/NR  
Instrument-        57  
Multi-Eng -        490  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS CARRYING ILLEGAL CARGO (MARIJUANA) IN N4001Q. DURING A LOW HIGH SPEED PASS AT NIGHT OVER AN INTENDED LANDING AREA,THE AIRCRAFT STRUCK RISING TERRAIN. THERE WAS APPROXIMATELY 800 LBS OF MARIJUANA ON THE AIRCRAFT.



Brief of Accident (Continued)

File No. - 3139

10/29/84

LAS VEGAS, NM

A/C Reg. No. N4001Q

Time (Lcl) - UNK/NR

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
  3. TERRAIN CONDITION - RISING
  4. LOW PASS - ATTEMPTED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 3276      12/24/84      ALBUQUERQUE,NM      A/C Reg. No. N7329Y      Time (Lcl) - 1857 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 2	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-30-160	Eng Make/Model - LYCOMING IO-320-BIA	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FORT WORTH,TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 100/018 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 600 FT	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 600 FT OBSCURED	Type Apch/Lndg - ILS-LOCALIZER	
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----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 - 739
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- 161
		Instrument- 78
		Multi-Eng - 161
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS EN ROUTE FROM FORTH WORTH, TX, TO SANTA FE, NEW MEXICO, WHEN THE PLT DECIDED TO DIVERT TO ALBUQUERQUE. THE A/C CRASHED WHILE BEING VECTORED FOR AN ILS APPROACH TO RWY 8. THE PLT RECEIVED HIS INSTRUMENT RATING SLIGHTLY MORE THAN 6 MOS BEFORE THE ACCIDENT. HE HAD LOGGED 24.1 HRS OF ACTUAL INSTRUMENTS BUT ONLY ONE INSTRUMENT APPROACH SINCE RECEIVING HIS INSTRUMENT RATING. THE PILOT HAD BEEN FLYING MORE THAN 3 HRS ON INSTRUMENTS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3276

12/24/84

ALBUQUERQUE,NM

A/C Reg. No. N7329Y

Time (Lc1) - 1857 MST

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - OBSCURATION
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - WINDSHEAR
6. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
8. IMPROPER DECISION,LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
9. IMPROPER DECISION,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

10. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3057      9/27/84      BOULDER CITY,NV      A/C Reg. No. N8482W      Time (Lcl) - 0620 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	1	0
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-28-180  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2175  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 220/006 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  
BOULDER CITY,NV  
Destination  
ALBUQUERQUE,NM

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND,ME LAND

Age - 41

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

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) - AIRPLANE

-----Narrative-----

PLT EXECUTED A FORCED LANDING IN A FIELD FOLLOWING A LOSS OF POWER DURING INITIAL TAKEOFF CLIMB. POST ACCIDENT INVESTIGATION REVEALED A LARGE QUANTITY OF WATER IN THE FUEL SYSTEM. THE ACFT HAD BEEN PARKED AT AN ARPT WITH 1/2 FULL FUEL TANKS. THE TIE DOWN AREA HAS A 2.5% GRADIENT, PLACING THE ACFT WITH A RIGHT WING LOW ATTITUDE WHERE IT WAS PARKED. A MAJOR STORM PASSED THROUGH THE AREA A FEW DAYS PRIOR TO THE ACCIDENT. THE FUEL FILLER CAPS GASKETS WERE FOUND BRITTLE AND AGED.

Brief of Accident (Continued)

File No. - 3057

9/27/84

BOULDER CITY,NV

A/C Reg. No. N8482W

Time (Lc1) - 0620 PDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. FLUID,FUEL - WATER
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. FUEL SYSTEM,CAP - WORN
5. AIRPORT FACILITIES - UPHILL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. TERRAIN CONDITION - DITCH

-----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) 4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3210      12/13/84      GENOA,NV      A/C Reg. No. N9781Q      Time (Lcl) - 0200 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - SMITH AEROSTAR 601A  
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 - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 330/010 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
PHOENIX,AZ  
Destination  
CARSON CITY,NV

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 - VFR ON TOP  
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,ATP,CFI  
SE LAND,ME LAND,  
HELICOPTER

Age - 49  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

	Flight Time (Hours)	
Total	6100	Last 24 Hrs - UNK/NR
Make/Model-	2000	Last 30 Days- UNK/NR
Instrument-	2010	Last 90 Days- UNK/NR
Multi-Eng -	5000	Rotorcraft - 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD FLOWN FROM CARSON CITY, NV TO SHREVEPORT, LA ON 12/10/84 FOR BUSINESS. AT 1530 ON 12/12/84, HE DEPARTED ON A FLT TO CORONA,CA WITH REFUELING STOPS AT ALBUQUERQUE, NM & PHOENIX, AZ. HE DEPARTED PHOENIX AT 2100, BUT ENCOUNTERED WX & RETURNED TO PHOENIX WHERE HE REFUELED AGAIN & OBTAINED A LENGTHY WX BRIEFING. HE THEN ELECTED TO RETURN TO HIS HOME ARPT AT CARSON CITY & TOOK OFF AT 2351. WHEN THE ACFT DID NOT ARRIVE, A SEARCH WAS INITIATED. RADAR DATA REVEALED AN UNIDENTIFIED TARGET THAT DISAPPEARED NEAR GENOA, NV. DURING A SEARCH IN THAT AREA, THE WRECKAGE WAS FOUND WHERE THE ACFT HAD CRASHED NEAR THE TOP OF A MOUNTAIN.ABOUT 5 MI NORTH OF THE PLT'S HOME. THE ELEVATION WAS APRX 9050 FT. IMPACT OCCURRED ON A WESTERLY HEADING, ABOUT 2 HRS BEFORE MOONSET, ON THE SHADED SIDE OF THE MOUNTAIN, IN A NEAR WINGS LEVEL ATTITUDE. NO PREIMPACT/MECHANICAL MALFUNCTION/FAILURE WAS FOUND, BOTH ENGS/PROPS SHOWED EVIDENCE OF POWER. THE PLT'S WIFE SAID HE SOMETIMES FLEW OVER THEIR HOUSE TO LET HER KNOW HE WOULD BE HOME SOON. COMPLETE AUTOPSY/TOX CHECK NOT PSBL.

Brief of Accident (Continued)

File No. - 3210

12/13/84

GENOA, NV

A/C Reg. No. N9781Q

Time (Lcl) - 0200 PST

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT

Finding(s)

1. UNDETERMINED
  2. LIGHT CONDITION - DARK NIGHT
  3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  4. PROPER ALTITUDE - NOT MAINTAINED -
- 

----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. - 3060

1/09/84

MILLBROOK, NY

A/C Reg. No. N6512Y

Time (Lc1) - 1205 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - STANDING

NONE  
Fire  
NONE

Crew  
Pass  
Other

Fatal  
0  
0  
0

Serious  
0  
0  
1

Minor  
0  
0  
0

None  
0  
0  
0

-----Aircraft Information-----

Make/Model - CESSNA 210N  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3800  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520  
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 - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
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  
UNK/NR  
Destination  
DANBURY, CT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

SKY ACRES  
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 - 42  
Biennial Flight Review

Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total - 1006  
Make/Model- UNK/NR  
Instrument- 12  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS INJURED WHILE HAND PROPPING THE ACFT.



Brief of Accident (Continued)

File No. - 3060

1/09/84

MILLBROOK,NY

A/C Reg. No. N6512Y

Time (Lc1) - 1205 EST

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Occurrence

PROPELLER/ROTOR CONTACT

Phase of Operation

STANDING - STARTING ENGINE(S)

Finding(s)

1. ELECTRICAL SYSTEM,BATTERY - OUTPUT LOW
  2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
  3. 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) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3284	2/25/84	DRYDEN,NY	A/C Reg. No. N6886D	Time (Lcl) - 1050 EST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries	
Type of Operation	-BUSINESS	Fire	Fatal	0
Flight Conducted Under	-14 CFR 91	ON GROUND	Crew	0
Accident Occurred During	-APPROACH		Pass	0
			Serious	0
			Minor	1
			None	0
-----Aircraft Information-----				
Make/Model	- CESSNA 425	Eng Make/Model	- P&W PT6A-112	ELT Installed/Activated - YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System - YES
Max Gross Wt	- 8200	Engine Type	- TURBOPROP	
No. of Seats	- 7	Rated Power	- 450 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	WORCESTER,MA		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- IMC	ITHACA,NY	TOMPKINS COUNTY	
Wind Dir/Speed	- 350/012 KTS	ATC/Airspace	Runway Ident - 32	
Visibility	- 25.0 SM	Type of Flight Plan	Runway Lth/Wid - 5801/ 150	
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- 100 FT OBSCURED	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- FOG			
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)		
PRIVATE	Current - YES	Total - 3541	Last 24 Hrs - 0	
SE LAND,ME LAND	Months Since - 3	Make/Model- 401	Last 30 Days- UNK/NR	
	Aircraft Type - C-425	Instrument- 762	Last 90 Days- 0	
		Multi-Eng - 3249		
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
THE PLT STATED THAT HE WAS UTILIZING THE AUTOPILOT AND FLT DIRECTOR TO EXECUTE THE ILS APPCH TO RWY 32. THE AUTOPILOT WAS TRACKING THE LOCALIZER WHILE THE PILOT CONTROLLED THE RATE OF DESCENT ALONG THE GLIDESLOPE WITH PITCH COMMAND WHEEL ON THE AUTOPILOT, USING THE COMMAND BARS AS A STEERING REFERENCE IN ADDITION TO THE RAW DATA GLIDESLOPE NEEDLE ON THE HSI. ALL SEEMED NORMAL, ACCORDING TO THE PILOT, UNTIL THE ACFT STRUCK TREES ABOUT 450 FEET ABOVE ARPT ELEVATION TWO MILES SHORT OF THE RWY AND CAME TO REST ON THE LOCALIZER CENTERLINE. A ZERO FT CEILING WITH AN EIGHTH MILE VSBY EXISTED AT THE ARPT. DURING THE INVSTGTN, IT WAS DETERMINED THAT THE 1000A IFCS WILL NOT PROVIDE VERTICAL STEERING COMMANDS AS OPERATED BY THE PLT, BUT IS DRIVEN BY THE PITCH WHEEL. THIS IS NOT SPECIFICALLY STATED IN THE POH. THE PLT HAD FLOWN EXTENSIVELY WITH THE 800 SERIES IFCS WHICH WILL PROVIDE THE EXPECTED STEERING COMMANDS. EXTENSIVE DAMAGE PRECLUDED A FUNCTIONAL TEST OF THE RAW DATA GLIDESLOPE NEEDLE.				

Brief of Accident (Continued)

File No. - 3284

2/25/84

DRYDEN, NY

A/C Reg. No. N6886D

Time (Lcl) - 1050 EST

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Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
  2. UNDETERMINED
  3. FLIGHT AND NAVIGATION INSTRUMENTS - IMPROPER USE OF - PILOT IN COMMAND
  4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
- 

Occurrence #2        FIRE  
Phase of Operation    OTHER

-----  
----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. - 3163	3/19/84	MORRISONVILLE, NY	A/C Reg. No. N218X	Time (Lcl) - 2058 EST
<hr/>				
-----Basic Information-----				
Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		
Name of Carrier	-SAIR AVIATION, INC.	DESTROYED	Fatal	Injuries
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	1	Serious
Flight Conducted Under	-14 CFR 135	ON GROUND	0	Minor
Accident Occurred During	-DESCENT		0	None
			0	0
<hr/>				
-----Aircraft Information-----				
Make/Model	- BEECH H-18	Eng Make/Model	- P & W R-985-AN-14B	ELT Installed/Activated
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	- YES/NO
Max Gross Wt	- 9900	Engine Type	- RECIPROCATING-CARBURETOR	Stall Warning System
No. of Seats	- 2	Rated Power	- 450 HP	- YES
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	PLATTSBURGH, NY		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- IMC	SYRACUSE, NY	CLINTON COUNTY	
Wind Dir/Speed	- 350/008 KTS	ATC/Airspace	Runway Ident	
Visibility	- 1.250 SM	Type of Flight Plan	- 32	
Lowest Sky/Clouds	- 200 FT SCATTERED	Type of Clearance	Runway Lth/Wid	
Lowest Ceiling	- 700 FT OVERCAST	Type Apch/Lndg	- 4999/ 150	
Obstructions to Vision	- NONE		Runway Surface	
Precipitation	- FREEZING DRIZZLE		- ASPHALT	
Condition of Light	- NIGHT(DARK)		Runway Status	
			- ICE COVERED	
			SNOW - WET	
<hr/>				
-----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, ATP, CFI	Current - YES	Total - 3473	Last 24 Hrs - 1	
SE LAND, ME LAND	Months Since - 3	Make/Model - 280	Last 30 Days - UNK/NR	
	Aircraft Type - 18	Instrument - 271	Last 90 Days - 177	
		Multi-Eng - 1519		
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
<p>THE PLT LANDED ON THE ICE AND SNOW COVERED RWY AFTER LOADING 1512 LBS OF CARGO IN FREEZING DRIZZLE CONDITIONS, HE TAXIED FOR TAKEOFF FOR AN IFR DEPARTURE SHORTLY AFTER ROTATION, THE RIGHT WING DROPPED AND THE ACFT TOUCHED DOWN BACK ON THE RWY. VISUAL EXAM OF THE ACFT REVEALED ICE ACCUMULATIONS ON THE LEADING EDGES AND UPPER WING SURFACES. THE PLT ATTEMPTED TO GET DEICE EQUIP, WHICH WAS NOT AVAILABLE. THE PLT WAS OFFERED USE OF A HANGAR WHICH HE DECLINED. THE ARPT MGR WAS EN ROUTE TO CHECK RWY CONDITION FOR PLOWING THE ICE &amp; SNOW COVERED RWY WHEN THE PLT RETURNED TO THE ACFT. AN UNSUCCESSFUL ATTEMPT WAS MADE TO REMOVE ICE FROM THE LEADING EDGES BY HAND. THE PLT DECIDED TO ATTEMPT ANOTHER TAKEOFF AND AT THIS TIME WAS ALMOST 1/2 HR BEYOND HIS SCHEDULED DEPARTURE TIME. LIFTOFF WAS APRX 1/5 OF WAY DOWN &amp; AFTER FLYING AT 50 FT AGL INITIATED CLIMB. AFTER ATTAINING AN ALT OF SEVERAL HUNDRED FT, THE ACFT STALLED AND DESCENDED UNCONTROLLED TO IMPACT. THE ACFT WAS DESTROYED BY IMPACT &amp; FIRE AND THE PLT WAS FATALLY INJURED.</p>				

Brief of Accident (Continued)

File No. - 3163

3/19/84

MORRISONVILLE, NY

A/C Reg. No. N218X

Time (Lcl) - 2058 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. ICE/FROST REMOVAL FROM AIRCRAFT - NOT ATTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. WING - ICE
5. AIRPORT SNOW REMOVAL - NOT PERFORMED - AIRPORT PERSONNEL
6. STABILIZER - ICE
7. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
8. TERRAIN CONDITION - ICY
9. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - DETERIORATED

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

10. 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) 1,4,5,6,7,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3226      4/07/84      CLARKSTOWN,NY      A/C Reg. No. N1516M      Time (Lcl) - 1620 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	1	1	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-SA	ELT Installed/Activated - YES-UNK/NR
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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	RAMAPO VALLEY
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2185/ 50
Lowest Sky/Clouds - 3000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 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 - 70	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - UNK/NR	Total - UNK/NR
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	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) - AIRPLANE

-----Narrative-----

STUDENT PLT STATED HE INFORMED THE CFI DURING TAKEOFF THAT THE ACFT WOULD NOT CONTINUE TO CLIMB. THE CFI THEN TOOK CONTROL OF THE ACFT. WITNESSES STATED THE ENG SEEMED TO STOP AND THE ACFT ENTERED A GLIDE, BANKING TO THE LEFT FROM APRX 150 FT AGL. THE LEFT WING CONTACTED THE GROUND AND THE ACFT STOPPED PARTIALLY SUBMERGED IN A CREEK. INSPECTION AND TESTING OF THE ACFT AND ENG FAILED TO DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 3226

4/07/84

CLARKSTOWN, NY

A/C Reg. No. N1516M

Time (Lcl) - 1620 EST

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
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. - 3137

6/23/84

AMITYVILLE, NY

A/C Reg. No. N6209V

Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	2
Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - TAXI

Fire  
NONE

-----Aircraft Information-----

Make/Model - LAKE LA-4-200

Landing Gear - AMPHIBIAN

Max Gross Wt - 2690

No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A16

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 200 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FARMINGDALE, NY

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

REPUBLIC

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - WATER

Runway Status - WATER-CALM

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI

SE LAND, ME LAND, SE SEA

Age - 51

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 9188

Make/Model- 90

Instrument- 480

Multi-Eng - 251

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 209

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SUSTAINED SUBSTANTIAL DAMAGE DURING A STEP TURN MANEUVER ON THE WATER. THE STUDENT WAS BRIEFED BY THE INSTRUCTOR PRIOR TO THE FLIGHT AND THEY PROCEEDED TO PERFORM TRAINING MANEUVERS OVER THE WATER. DURING THE STEP TURN MANEUVER, THE INSTRUCTOR NOTICED EXCESSIVE AIRSPEED INDICATION AND TOLD THE STUDENT TO REDUCE POWER. THE STUDENT DID NOT AND THE INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT. THE STUDENT APPLIED RIGHT RUDDER FORCING THE LEFT FLOAT INTO THE WATER. THE AIRCRAFT WAS TURNED SIDEWAYS AND IT COLLIDED WITH THE WATER IN A SIDEWAYS POSITION.



Brief of Accident (Continued)

File No. - 3137

6/23/84

AMITYVILLE, NY

A/C Reg. No. N6209V

Time (Lc1) - 1400 EDT

-----  
Occurrence #1        ABRUPT MANEUVER  
Phase of Operation    TAXI

Finding(s)

1. AIRSPEED - EXCESSIVE - DUAL STUDENT
  2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
  3. WATER LOOP/SWERVE - INADVERTENT - DUAL STUDENT
  4. CONTROL INTERFERENCE - INITIATED - DUAL STUDENT
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    TAXI

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3313      7/08/84      SHELTER ISLAND,NY      A/C Reg. No. N927M      Time (Lcl) - 1852 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BEECH 95	Eng Make/Model - AVCO LYCOMING O-360A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4000	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	OFF AIRPORT/STRIP
Method - N/A	WESTHAMPTON BCH,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BLOCK ISLAND,RI	Runway Ident - N/A
Wind Dir/Speed- 010/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	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 - 44	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 464
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 371
		Instrument- 0
		Last 30 Days- 16
		Last 90 Days- 46

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT LEVEL ABT 3000 FT. ENGINES SPATTERED. ACFT DESCENDED IN UNCONTROLLED ATTITUDE. TACH 6.9 HRS SINCE LAST FUELING. ACFT DID NOT HAVE SHOULDER HARNESS OR METAL TO METAL SEAT BELT BUCKLE FOR PILOT AND COPILOT SEATS. PILOT BIENNIAL AND MEDICAL NOT CURRENT

Brief of Accident (Continued)

File No. - 3313

7/08/84

SHELTER ISLAND, NY

A/C Reg. No. N927M

Time (Lc1) - 1852 EDT

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. REFUELING - IMPROPER - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3091	8/12/84	SYDNEY, NY	A/C Reg. No. N9232P	Time (Lcl) - 0115 EDT
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-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - POSITIONING	Fire	1	0	0	0
Flight Conducted Under - 14 CFR 91	ON GROUND	Crew Pass	0	0	0
Accident Occurred During - APPROACH					

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-----Aircraft Information-----

Make/Model - PIPER PA-24-260	Eng Make/Model - LYCOMING IO-540-4A5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

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-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - UNK/NR</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point FLUSHING, NY</p> <p>Destination 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/DME</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>SIDNEY MUNI</p> <p>Runway Ident - 07</p> <p>Runway Lth/Wid - 4220/ 75</p> <p>Runway Surface - MACADAM</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, ATP</p> <p>SE LAND, ME LAND, SE SEA</p>	<p>Age - 27</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - PA-24</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1900</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 450</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 14</p> <p>Last 90 Days- 14</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

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-----Narrative-----

DURING A NIGHT ARRIVAL, THE PLT WAS CLEARED FOR A VOR/CIRCLING APCH TO THE SIDNEY MUNI ARPT. THE PUBLISHED APCH WAS FROM THE HANCOCK VOR WITH A NORTHERLY HEADING TO THE ARPT OF 354 DEG. SUBSEQUENTLY, THE ACFT CRASHED & BURNED ON WOODED TERRAIN ABOUT 1 MI NORTH OF THE ARPT IN THE VICINITY OF A LEFT DOWNWIND LEG FOR RWY 7. INITIAL IMPACT OCCURRED WITH TREES AT AN ELEVATION OF ABOUT 1550 FT WHILE PARALLELING RWY 7/25 (HEADING 255 DEG). THE ELEVATION OF THE ARPT WAS 1027 FT. THE MIN DESCENT ALT (MDA) FOR THE VOR APCH WAS 2280 FT. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT PART FAILURE OR MALFUNCTION. THE PROP BLADES HAD EVIDENCE OF ROTATIONAL DAMAGE. A TEST OF THE PLT'S BLOOD SHOWED AN ALCOHOL LEVEL OF 101 MGS% (.101%); HOWEVER, THE PLT'S BODY (& THE WRECKAGE) WERE NOT FOUND UNTIL 8/15/84. THERE WAS EVIDENCE THAT ALCOHOL IN THE PLT'S BLOOD WOULD HAVE RESULTED FROM PUTREFACTION. ABOUT 26 MI SW AT BINGHAMTON, NY, THE 0051 EDT WX WAS, IN PART: 1500 FT SCATTERED, 5500 FT OVERCAST, VISIBILITY 7MI, WIND 120 DEG AT 5 KTS.

Brief of Accident (Continued)

File No. - 3091

8/12/84

SYDNEY, NY

A/C Reg. No. N9232P

Time (Lc1) - 0115 EDT

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Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - CIRCLING(IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  4. OBJECT - TREE(S)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3228

8/28/84

ONEONTA, NY

A/C Reg. No. N2B

Time (Lcl) - 1650 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	1	0	0
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - RUSSELL ST. ARNOLD RLU-1  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - 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 - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ONEONTA, NY  
Destination  
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

F & F AIRPARK  
Runway Ident - 13  
Runway Lth/Wid - 3340/ 125  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 66  
Biennial Flight Review  
Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 506	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS OBSERVED MAKING TAXI RUNS UP & DOWN RWY 13. ON THE LAST RUN THE ACFT BECAME AIRBORNE, CLIMBED TO APRX 75 FT, MADE A STEEP LEFT BANK & IMPACTED THE GROUND. THE PLT STATED HE HAS NO RECOLLECTION OF MAKING THE TAKEOFF.

Brief of Accident (Continued)

File No. - 3228

8/28/84

ONEONTA, NY

A/C Reg. No. N2B

Time (Lc1) - 1650 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. 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. - 3225

9/12/84

ALBION, NY

A/C Reg. No. N4JE

Time (Lcl) - 1900 EST

-----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 -FAMILIARIZAT

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - HOMEBUILT DER JAGER DIX

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 900

No. of Seats - 1

Eng Make/Model - LYCOMING O-235

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed-

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BARRE, NY

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PINE HILL

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)

UNK/NR

Age - 0

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8000

Make/Model- 3

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT AFTER TAKEOFF HE DID NORMAL FLT MANEUVERS, SLOW FLT, STALLS & WING OVERS IN THE HOMEBUILT ACFT. HE THEN DECIDED TO DO A BARREL ROLL, WHICH HE DESCRIBED AS SMOOTH UNTIL COMPLETION WHEN THE ACFT WANTED TO CONTINUE IN THE ROLL & THE NOSE BEGAN TO OSILATE. HE STATED THAT HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL & COULD NOT BRING THE NOSE UP. THE ACFT DESCENDED INTO TREES.



Brief of Accident (Continued)

File No. - 3225

9/12/84

ALBION,NY

A/C Reg. No. N4JE

Time (Lc1) - 1900 EST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3104

9/15/84

BUFFALO, NY

A/C Reg. No. N4512E

Time (Lc1) - 0336 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-POSITIONING				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				

Type of Operation -POSITIONING

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire Crew  
NONE Pass

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T

Landing Gear - HULL

Max Gross Wt - 4570

No. of Seats - 7

Eng Make/Model - CONTINENTAL 7S10-360-EB

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 220 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 070/006 KTS

Visibility - 5000.0 SM

Lowest Sky/Clouds - 3300 FT SCATTERED

Lowest Ceiling - 6500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

MUSKEGON, MI

Destination

SYRACUSE, NY

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GREATER BUFFALO INT'L

Runway Ident - 05

Runway Lth/Wid - 8102/ 150

Runway Surface - MACADAM

Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - IFR

Type Apch/Lndg - STRAIGHT-IN

FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

ME LAND

GLIDER

Age - 51

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - BE-18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 5543

Make/Model- 41

Instrument- 1412

Multi-Eng - 986

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED ON MAIN STREET, BUFFALO, NY, WHILE EXECUTING A FORCED LANDING DURING AN AIR TAXI CARGO OPERATION. INVESTIGATION REVEALED THAT BASED ON FUEL CONSUMPTION CALCULATIONS THE PLT HAD NOT ALLOWED FOR ALL CONTINGENCIES DURING HIS ORGINAL FLT PLANNING & THE ACFT WAS OPERATED IN AVERY PRECARIOUS CONDITION DURING THE LATTER STAGES OF FLT.

Brief of Accident (Continued)

File No. - 3104

9/15/84

BUFFALO, NY

A/C Reg. No. N4512E

Time (Lc1) - 0336 EDT

-----  
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
  4. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
  5. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - UTILITY POLE
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3003      9/29/84      WEST HAMPTON, NY      A/C Reg. No. N1093J      Time (Lcl) - 1110 EDT

-----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 - LANDING					

-----Aircraft Information-----

Make/Model - GULFSTREAM 112	Eng Make/Model - LYCOMING IO-360-C1D6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	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	ON AIRPORT
Method - N/A	FARMINGDALE, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SUFFOLK CO.
Wind Dir/Speed- 040/010 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9000/ 150
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 95
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 64
		Instrument- 0
		Last 30 Days- 42
		Last 90 Days- 55

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND FOLLOWING A LOSS OF CONTROL DURING THE LANDING FLARE. AS THE STUDENT PLT BEGAN THE FLARE, THE ACFT VEERED TO THE LEFT AND CONTACTED THE GROUND DESPITE THE APPLICATION OF RIGHT RUDDER.

Brief of Accident (Continued)

File No. - 3003

9/29/84

WEST HAMPTON, NY

A/C Reg. No. N1093J

Time (Lc1) - 1110 EDT

-----  
Occurrence #1       LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2       ON GROUND 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3062      11/03/84      ENDICOTT,NY      A/C Reg. No. N234NS      Time (Lcl) - 1040 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - STEVENS MONNETT-MONI	Eng Make/Model - KOMET MOTORS KFM107E	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 274	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 22 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ENDICOTT,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ENDICOTT TRI-CITIES
Wind Dir/Speed- 025/003 KTS	ATC/Airspace	Runway Ident - 03
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 80
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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 87
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Make/Model- 1
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN IN AN UNCONTROLLED DESCENT FOLLOWING A PARTIAL LOSS OF POWER DURING A TAKEOFF CLIMB. THE PLT STATED THE RPM DROPPED FROM 5200 TO 4600 AT WHICH TIME HE ATTEMPTED TO LEAN THE MIXTURE. A SEVERE VIBRATION DEVELOPED AND NOT WANTING TO FLY OVER A RESIDENTIAL AREA, THE PLT INITIATED A LEFT BANK TOWARD THE ARPT. THE ACFT STALLED AND ENTERED A SPIN IMPACTING THE GROUND BEFORE RECOVERY ATTEMPTS WERE EFFECTIVE. CAUSE OF THE POWER LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 3062

11/03/84

ENDICOTT, NY

A/C Reg. No. N234NS

Time (Lc1) - 1040 EST

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)  
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND  
4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND  
-----

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3164	12/22/84	ROCHESTER, NY	A/C Reg. No. N8064Q	Time (Lcl) - 1733 EST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Injuries		
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 135	ON GROUND	Pass	1	0
Accident Occurred During -DESCENT			0	0
-----Aircraft Information-----				
Make/Model - CESSNA 402B	Eng Make/Model - CONTINENTAL TSIO-520	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 - 2	Rated Power - 300 HP			
-----Environment/Operations Information-----				
Weather Data	Itinerary	Airport Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP		
Method - N/A	ROCHESTER, NY			
Completeness - N/A	Destination	Airport Data		
Basic Weather - VMC	TETERBORO, NJ	ROCHESTER-MONROE CO.		
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 28		
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 550/ 150		
Lowest Sky/Clouds - 2400 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT		
Lowest Ceiling - 4800 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WET		
Obstructions to Vision- NONE				
Precipitation - NONE				
Condition of Light - UNK/NR				
-----Personnel Information-----				
Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL, FLT ENG	Current - YES	Total - 2066	Last 24 Hrs - UNK/NR	
ME LAND	Months Since - 7	Make/Model- UNK/NR	Last 30 Days- 75	
	Aircraft Type - 402B	Instrument- 467	Last 90 Days- 260	
		Multi-Eng - 1135	Rotorcraft - 4	
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
PRIOR TO TKF THE PLT WAS INFORMED OF WIND SHEAR AS CENTERFIELD WINDS AS 270 DEG AT 25 KTS GUST TO 46 KTS & NW BOUNDARY WINDS AS 280 DEG AT 13 KTS. DURING TKF THE PLT REPORTED AN OPENED DOOR & REQUESTED TO RETURN TO LAND. THE ACFT TURNED LEFT AND DESCENDED TO THE GROUND. EXAMINATION OF THE ACFT DID NOT DISCLOSE EVIDENCE OF MALFUNCTION. EXAMINATION OF THE ACFT DOORS REVEALED THE RIGHTSIDE CARGO DOOR SECURING MECHANISMS WERE RELATIVELY UNDAMAGED. FLIGHT TEST CONDUCTED TO EVALUATE THE EFFECTS OF A OPENED DOOR DISCLOSED IN PART THE FOLLOWING. THE DOOR WILL OPEN AND REMAIN OPEN DURING ROTATION; RESULTS IN NOISE & VIBRATION; NO ABNORMAL FLIGHT CHARACTERISTICS; NO SIGNIFICANT CHANGE IN MULTIENGINE CLIMB PERFORMANCE. PLT LANDING IN JET ACFT PRIOR TO ACCIDENT REPORTED MODERATE TURBULENCE WITH A PLUS OR MINUS 10 TO 15 KTS CHANGE IN AIRSPEED FROM 2000 FT MSL TO THE SURFACE				



Brief of Accident (Continued)

File No. - 3164

12/22/84

ROCHESTER, NY

A/C Reg. No. N8064Q

Time (Lc1) - 1733 EST

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR, CARGO - FIRE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. WEATHER CONDITION - WINDSHEAR
4. WEATHER CONDITION - UNFAVORABLE WIND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation DESCENT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3277      9/30/84      DEFIANCE, OH      A/C Reg. No. N1424P      Time (Lcl) - 1749 EDT

-----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 Crew  
NONE Pass

-----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-A1A  
Number Engines - 2  
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 - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 070/010 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 7000 FT  
Lowest Ceiling - 7000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DEFIANCE, OH  
Destination  
MCCLURE, OH

Airport Proximity  
OFF AIRPORT/STRIP

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 - 44  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 25785	Last 24 Hrs	- 2
Make/Model	- 125	Last 30 Days	- UNK/NR
Instrument	- 1721	Last 90 Days	- 209
Multi-Eng	- 7382		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL TAKEOFF CLIMB AT ALT OF 300 FT AGL, 9 1/4 INCHES OF RT ENGINE PROP BLADE SEPARATED. FORCED LANDING WAS MADE IN FIELD DURING WHICH TIME THE RT WING CONTACTED A TREE. METALLURGICAL EXAMINATION REVEALED PROGRESSIVE FATIGUE OVER 75% OF THE FRACTURED SURFACE ORIGINATING FROM TWO SMALL SHALLOW PITS ON THE CAMBERED SURFACE LEADING EDGE OF THE BLADE.

Brief of Accident (Continued)

File No. - 3277

9/30/84

DEFIANCE, OH

A/C Reg. No. N1424P

Time (Lc1) - 1749 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - LOSS, PARTIAL
3. MAINTENANCE - POOR - PILOT OF OTHER AIRCRAFT
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2

FORCED LANDING

Phase of Operation

DESCENT - EMERGENCY

Occurrence #3

ON GROUND COLLISION WITH OBJECT

Phase of Operation

LANDING - ROLL

Finding(s)

6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3230      10/31/84      WOOSTER,OH      A/C Reg. No. N2937A      Time (Lcl) - 1835 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
1  
1

Injuries  
Serious      Minor  
0      0  
0      0

None  
0  
0

-----Aircraft Information-----

Make/Model      - GULFSTREAM 690C  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 10325  
No. of Seats      - 6

Eng Make/Model      - GARRETT TPE3315254K  
Number Engines      - 2  
Engine Type      - TURBOPROP  
Rated Power      - 715 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- 110/008 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
ERIE,PA  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

WAYNE COUNTY  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,ATP,CFI  
SE LAND,ME LAND

Age - 52

Biennial Flight Review

Current      - YES  
Months Since      - 8  
Aircraft Type      - CE-500

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 9715      Last 24 Hrs - UNK/NR  
Make/Model- 2665      Last 30 Days- UNK/NR  
Instrument- 1509      Last 90 Days- UNK/NR  
Multi-Eng - 5721

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL APPROACH TO RWY 09 THE ACFT STRUCK A 42 FT POWER POLE WITH THE RIGHT WING. THE WING WAS TORN FROM THE ACFT. THE ACFT LANDED INVERTED 400 FT EAST OF THE POLE. THE RWY THRESHOLD LIGHTS ARE DISPLACED 165 FT FROM THE RWY END FOR NIGHT OPERATIONS. REIL LIGHTS ARE LOCATED AT THE RWY END. A POWER LINE CROSSES THE EXTENDED CENTERLINE 825 FEET WEST OF THE RWY END. RED OBSTRUCTION LIGHTS MARK THE TOPS OF THE POLES. ON THE NIGHT OF THE ACCIDENT THE OBSTRUCTION LIGHTS WERE INOPERATIVE. WITNESSES REPORTED THAT THE ACFT APPEARED TO BE FLYING LOWER THAN NORMAL IN THE TRAFFIC PATTERN.

Brief of Accident (Continued)

File No. - 3230

10/31/84

WOOSTER, OH

A/C Reg. No. N2937A

Time (Lc1) - 1835 EST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
  2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  3. LIGHT CONDITION - DARK NIGHT
  4. OBJECT - UTILITY POLE
  5. WING - SEPARATION
  6. AIRPORT FACILITIES, OBSTRUCTION MARKING - NOT OPERATING
- 

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

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3199      11/19/84      SANDUSKY,OH

A/C Reg. No. N8462U

Time (Lcl) - 1810 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

Crew

Pass

Fatal

0

0

Injuries

Serious

1

1

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model    - PIPER PA-32R-301T  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 3600  
No. of Seats   - 6

Eng Make/Model - LYCOMING TIO-540-51AD  
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- 350/010 KTS  
Visibility     - 15.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling       -  
Obstructions to Vision- NONE  
Precipitation    - NONE  
Condition of Light   - NIGHT(DARK)

Itinerary

Last Departure Point  
STEUBENVILLE,OH  
Destination  
SANDUSKY,OH

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

SANDUSKY  
Runway Ident    - 36  
Runway Lth/Wid   - 2600/ 40  
Runway Surface   - ASPHALT  
Runway Status    - DRY

-----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        - 6404  
Make/Model-    40  
Instrument-     0  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AT NIGHT DURING A SHORT FINAL APPROACH TO LAND AND CRASHED TO THE GROUND IN THE BACK YARD OF A PRIVATE RESIDENCE. THE PLT, WHO WAS SERIOUSLY INJURED IN THE ACCIDENT, SAID HE FLEW A NORMAL PATTERN INTO A 15-20 KT WIND WHEN TREE LIMBS APPEARED IN THE LANDING LIGHTS JUST BEFORE THE COLLISION & GRND IMPACT. THE WX WAS VMC WITH 5000 FT SCATTERED CLOUDS, VISIBILITY 15 MILES, WIND 350 DEGREES AT 10 KTS. UNICOM REPORTED THE WIND AS OUT OF THE NORTH AT 15 TO 20 KTS. ALL ACFT COMPONENT PARTS WERE FOUND AT THE SCENE EXCEPT FOR SMALL WINGTIP FIBERGLASS PIECES. THE PLT & PASS'G ARE RECOVERING FROM THEIR INJURIES

Brief of Accident (Continued)

File No. - 3199

11/19/84

SANDUSKY, OH

A/C Reg. No. N8462U

Time (Lc1) - 1810 EST

Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
2. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - NOT UNDERSTOOD - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

Occurrence #2           IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
7. LIGHT CONDITION - DARK NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6

Factor(s) relating to this accident is/are finding(s) 1,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3125      12/08/84      CADIZ,OH

A/C Reg. No. N2835X

Time (Lcl) - 1430 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      -LANDING

Fire      Crew      0  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - CESSNA 177  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2275  
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      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 240/012 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  
COLUMBUS,OH  
Destination  
CADIZ,OH

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 22

Biennial Flight Review

Current      - YES  
Months Since      - 0  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1052	Last 24 Hrs	- UNK/NR
Make/Model-	78	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	186

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED DURING A FORCED LANDING AFTER THE ENG FAILED INFLIGHT. THE PLT STATED THAT ABOUT 10 MILES WEST OF HARRISON AIRPORT THE ENG BEGAN SPUTTERING & RUNNING ROUGH. WHEN UNABLE TO REGAIN FULL POWER THE PLT ATTEMPTED TO GLIDE TO TAPAN AIRPARK, A GRASS STRIP. THE ACFT TOUCHED DOWN 300 FT SHORT & HIT A FURROW DURING THE LANDING ROLL. AN A&P MECHANIC INSPECTED THE ACFT & DETERMINED THAT ICE IN THE FUEL LINES RESULTED IN FUEL STARVATION.



Brief of Accident (Continued)

File No. - 3125

12/08/84

CADIZ,OH

A/C Reg. No. N2835X

Time (Lc1) - 1430 EST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
  2. FLUID,FUEL - FROZEN
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        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) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3193      12/09/84      DAYTON, OH      A/C Reg. No. N9627U      Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -UNKNOWN

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
1  
1

Injuries  
Serious      Minor  
0              0  
0              0

None  
0  
0

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AVN. CO AA-5      Eng Make/Model - AVCO LYCOMING O-320  
Landing Gear - TRICYCLE-FIXED      Number Engines - 1  
Max Gross Wt - 2200      Engine Type - RECIPROCATING-CARBURETOR  
No. of Seats - 4      Rated Power - 150 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - UNK/NR  
Wind Dir/Speed- UNK/NR  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - UNK/NR

Itinerary

Last Departure Point  
DAYTON, OH  
Destination  
GALLIPOLIS, OH

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 - WATER  
Runway Status - WATER-CALM

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 28  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total - UNK/NR      Last 24 Hrs - UNK/NR  
Make/Model- UNK/NR      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- UNK/NR  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT MISSING ON A FLIGHT FROM DAYTON, OH TO GALLIPOLIS, OH TWO PERSONS ON BOARD.

Brief of Accident (Continued)

File No. - 3193

12/09/84

DAYTON, OH

A/C Reg. No. N9627U

Time (Lc1) - UNK/NR

-----  
Occurrence            MISSING AIRCRAFT  
Phase of Operation    UNKNOWN

Finding(s)  
1. UNDETERMINED

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----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. - 3090      12/10/84      COLUMBUS, OH      A/C Reg. No. N22FP      Time (Lcl) - 2127 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 210M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3800  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL IO-520-L  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NWS  
Method      - ACFT RADIO  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed- 330/006 KTS  
Visibility      - .750 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling      - 300 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - DRIZZLE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
GREENSBORO, NC  
Destination  
ANN ARBOR, MI

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PORT COLUMBUS  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - GRAVEL  
Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND

Age - 32  
Biennial Flight Review  
Current      - YES  
Months Since      - 10  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- UNK/NR
Make/Model-	93
Instrument-	UNK/NR
Multi-Eng	- UNK/NR
Last 24 Hrs	- 9
Last 30 Days-	UNK/NR
Last 90 Days-	185
Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE DID NOT HAVE THE ACFT REFUELED PRIOR TO DEPARTURE & ONCE AIRBORNE ENCOUNTERED A STRONGER HEAD WIND THAN ANTICIPATED. HE STATED THAT MOST OF THE POSSIBLE EN ROUTE FUEL STOPS WERE "DOWN DUE TO FOG." WHEN APRX 18 MI PAST PORT COLUMBUS INT'L HE DECIDED TO RETURN & LAND. THE ENG FAILED JUST INSIDE THE OUTER MARKER & THE PLT LANDED IN A PARKING LOT COLLIDING WITH A CHAIN LINK FENCE & NOSING OVER.

Brief of Accident (Continued)

File No. - 3090

12/10/84

COLUMBUS, OH

A/C Reg. No. N22FP

Time (Lc1) - 2127 EST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. REFUELING - DISREGARDED - PILOT IN COMMAND
  4. JUDGEMENT - POOR - PILOT IN COMMAND
  5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

6. OBJECT - FENCE
- 

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) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3269      12/26/84      NEW PHILADELPHI,OH      A/C Reg. No. N6505Y      Time (Lcl) - 2000 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage					
	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation -POSITIONING	Fire	Crew	0	0	Minor	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	None	1
Accident Occurred During -CRUISE						0

-----Aircraft Information-----

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES-UNK/NR
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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	MCARTHUR,OH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ERIE,PA	
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 8000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 19541
SE LAND,ME LAND	Months Since - 2	Last 24 Hrs - 10
	Aircraft Type - UNK/NR	Make/Model- 3026
		Last 30 Days- UNK/NR
		Instrument- 2252
		Last 90 Days- 2826
		Multi-Eng - 4842

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT FELT VIBRATION AND REDUCED POWER ON BOTH ENGINES TO IDLE. PLT HEARD A "THUD" AND DISCOVERED THE LEFT PROPELLER HAD SEPARATED CUTTING THROUGH THE NOSE OF THE ACFT AS IT DEPARTED. THE PROPELLER WAS NOT LOCATED. TWO OF THE SIX PROPELLER BOLTS REMAINED WITH THE ACFT. METALLURGICAL EXAM OF THE TWO BOLTS REVEALED FATIGUE PROGRESSION STEMMING FROM NUMEROUS ORIGINS.

Brief of Accident (Continued)

File No. - 3269

12/26/84

NEW PHILADELPHI, OH

A/C Reg. No. N6505Y

Time (Lc1) - 2000 EST

-----  
Occurrence #1            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES - SEPARATION
  2. PROPELLER SYSTEM/ACCESSORIES - FATIGUE
  3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      LANDING

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3024      9/26/84      WEBBERS FALLS,OK      A/C Reg. No. N52270      Time (Lcl) - 0805 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PUBLIC USE  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -CRUISE

Aircraft Damage  
DESTROYED

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 172P  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2220  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-D2J  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC

Itinerary

Last Departure Point  
SALLISAW,OK  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 030/014 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 6000 FT SCATTERED  
Lowest Ceiling      - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND

Age - 37

Biennial Flight Review

Current      - YES  
Months Since      - 15  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7381	Last 24 Hrs	- 1
Make/Model-	150	Last 30 Days-	32
Instrument-	149	Last 90 Days-	75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT STRUCK ELECTRICAL TRANSMISSION LINE 80' ABOVE WATER WHILE FLYING UNDER THE LINE DURING A WILDLIFE SURVEY. THE ACFT'S MISSION WAS TO CONDUCT A DUCK COUNT ALONG A RIVER IN A NAT'L WILDLIFE REFUGE WHICH REQUIRED LOW, SLOW MANEUVERING. THE EX-AG PILOT WAS FAMILIAR WITH THE MISSION AND THE SURVEY AREA. THE ACFT'S LEFT WING TIP STRUCK THE 2" CABLE WHILE IN A 20 DEG RIGHT BANK. THE ACFT IMPACTED THE RIVER ABOUT 1/8TH OF A MILE DOWNSTREAM FROM THE WIRE.



Brief of Accident (Continued)

File No. - 3024

9/26/84

WEBBERS FALLS,OK

A/C Reg. No. N52270

Time (Lcl) - 0805 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
  2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    DESCENT - UNCONTROLLED

-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - WATER,ROUGH
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3136      10/09/84      CHECOTAH,OK      A/C Reg. No. N81502      Time (Lcl) - 1140 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-TEST	Fire		2	0	0	0
Flight Conducted Under	-14 CFR 91	ON GROUND		0	0	0	0
Accident Occurred During	-DESCENT	Crew					
		Pass					

-----Aircraft Information-----

Make/Model	- ROCKWELL INTERNATIONAL 695A	Eng Make/Model	- GARRETT TPE331-10	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 9000	Engine Type	- TURBOPROP		
No. of Seats	- 11	Rated Power	- 750 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	BETHANY,OK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	BETHANY,OK	Runway Ident
Wind Dir/Speed	- 210/004 KTS		- N/A
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total - 11098	Last 24 Hrs - 2
ME LAND,SE SEA,ME SEA	Months Since - 3	Make/Model - 447	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 1617	Last 90 Days - 140
		Multi-Eng - 7859	Rotorcraft - 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ALLOWED THE AIRCRAFT TO STALL AT AN ALTITUDE WHICH WAS TOO LOW TO EFFECT RECOVERY BEFORE GROUND IMPACT OCCURRED. HE WAS IN THE PROCESS OF PERFORMING VMC TEST AND MAXIMUM PERFORMANCE SINGLE ENGINE CLIMBS DURING THE TEST FLIGHT. WITNESS DESCRIPTION OF THE AIRCRAFTS MOVEMENTS AT THE BEGINNING OF THE ACCIDENT SEQUENCE SUGGESTS THAT THE VMC TEST WERE IN PROGRESS IMMEDIATELY BEFORE THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 3136

10/09/84

CHECOTAH,OK

A/C Reg. No. N81502

Time (Lc1) - 1140 CST

---

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL/SPIN - 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. - 3081      10/27/84      HINTON,OK      A/C Reg. No. N55303      Time (Lcl) - 1315 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
2  
0

-----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 - 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- 180/020 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 10000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

PRIVATE  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF ON AN INSTRUCTIONAL FLT WITH A CFI ABOARD, THE ACFT STRUCK A GRAIN WAGON. THE CFI STATED THAT ON TAKEOFF, THE STUDENT LIFTED OFF PREMATURELY AND THE ACFT STRUCK THE PARKED VEHICLE. THE CFI TOOK NO CORRECTIVE ACTION.

Brief of Accident (Continued)

File No. - 3081

10/27/84

HINTON,OK

A/C Reg. No. N55303

Time (Lc1) - 1315 CDT

---

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - VEHICLE
  2. CLEARANCE - MISJUDGED - DUAL STUDENT
  3. CLIMB - INADEQUATE - PILOT IN COMMAND(CFI)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3033      11/28/84      SEMINOLE,OK      A/C Reg. No. N628SV      Time (Lcl) - 1015 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
2  
0

-----Aircraft Information-----

Make/Model      - CESSNA T303  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5150  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TS10-520-AE  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 250 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- 190/015 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  
OKLAHOMA CITY,OK  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - VFR/IFR  
Type of Clearance      - VFR  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

SEMINOLE MUNI  
Runway Ident      - 16  
Runway Lth/Wid      - 3500/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND  
GLIDER

Age - 50  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - C-340

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 1723      Last 24 Hrs - 1  
Make/Model- 25      Last 30 Days- 4  
Instrument- 272      Last 90 Days- 29  
Multi-Eng - 153

Instrument Rating(s) - AIRPLANE

-----Narrative-----

EXPERIENCING A POWER LOSS ON THE RIGHT ENGINE ON TAKEOFF FROM A TOUCH & GO LANDING. THE PILOT WAS FORCED TO LAND OFF THE RUNWAY. THE AIRCRAFT ROLLED INTO A GULLY SUSTAINING SUBSTANTIAL DAMAGE. THE MALFUNCTION COULD NOT BE REPRODUCED DURING SUBSEQUENT EXAMINATIONS OF THE ENGINE, PROPELLER, OR FUEL SYSTEMS, BUT IT WAS NOTED THAT SERVICE BULLETINS DEALING WITH A HISTORY OF SIMILAR DISCREPANCIES OF THE FUEL PRESSURE SWITCH HAD NOT BEEN COMPLIED WITH.

Brief of Accident (Continued)

File No. - 3033

11/28/84

SEMINOLE,OK

A/C Reg. No. N628SV

Time (Lc1) - 1015 CST

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. MAINTENANCE,SERVICE BULLETINS - NOT IDENTIFIED - COMPANY MAINTENANCE PSNL
  2.     AIRCRAFT/EQUIPMENT,INADQT COMPLIANCE DETERMINATION - OTHER MAINTENANCE PSNL
  3. ENGINE ASSEMBLY - UNDETERMINED
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
  5.     UNSUITABLE TERRAIN
- 

-----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. - 3042      12/06/84      TULSA,OK

A/C Reg. No. N25890

Time (Lcl) - 0755 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 - INSTRUCTIONAL

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 - 108 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- 350/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TULSA,OK

Destination

SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

RICHARD L. JONES JR.

Runway Ident - 36R

Runway Lth/Wid - 3006/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 18

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	-	13	Last 24 Hrs -	1
-------	---	----	---------------	---

Make/Model-	13	Last 30 Days-	UNK/NR
-------------	----	---------------	--------

Instrument-	0	Last 90 Days-	13
-------------	---	---------------	----

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN FLAPS WERE RAISED AND POWER ADDED TO TAKEOFF DURING THE TOUCH-&-GO LANDING. THE SOLO STUDENT PILOT WAS UNABLE TO MAINTAIN BIRECTIONAL CONTROL OF THE ACFT AND IT WENT OFF THE LEFT SIDE OF THE ASPHALT RWY. THE ACFT NOSED OVER AFTER COLLIDING WITH A SNOW BANK.



Brief of Accident (Continued)

File No. - 3042

12/06/84

TULSA,OK

A/C Reg. No. N25890

Time (Lc1) - 0755 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 EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SNOWBANK

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3030      12/07/84      ARDMORE,OK      A/C Reg. No. N5226      Time (Lc1) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	1	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BELL 47D1	Eng Make/Model - FRANKLIN O-335-B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ARDMORE,OK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 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 - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 2765
SE LAND	Months Since - 14	Make/Model- 2623
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 205
		Rotorcraft - 2623

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH POWER LINES DURING A RECOVERY FROM A PRACTICE AUTOROTATIONAL LANDING. THE INSTRUCTOR PLT TOOK CONTROL OF THE ACFT FOR RECOVERY AND DID NOT SEE THE WIRES.

Brief of Accident (Continued)

File No. - 3030

12/07/84

ARDMORE,OK

A/C Reg. No. N5226

Time (Lc1) - 1700 CST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. LIGHT CONDITION - DUSK
  2. AUTOROTATION - PERFORMED - DUAL STUDENT
  3. OBJECT - WIRE,TRANSMISSION
  4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3032      12/09/84      TULSA,OK      A/C Reg. No. N2077L      Time (Lcl) - 1815 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 - BEECH C23  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2450  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/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- 260/009 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
PRYOR,OK  
Destination  
TULSA,OK

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 44  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	99	Last 24 Hrs -	1
Make/Model-	17		Last 30 Days-	UNK/NR
Instrument-	3		Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED A POWER FAILURE WHILE IN CRUISE FLIGHT AT 1100 FT AGL. HE STATED THAT AFTER SWITCHING TANKS, THE "ENGINE STARTED TWICE BUT FAILED TO CONTINUE". INVESTIGATION REVEALED THAT THE LEFT FUEL TANK WAS EMPTY AND THE RIGHT TANK HAD AN UNDETERMINED AMOUNT OF FUEL.

Brief of Accident (Continued)

File No. - 3032

12/09/84

TULSA,OK

A/C Reg. No. N2077L

Time (Lc1) - 1815 CST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
  2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - TREE(S)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3200      3/24/84      CHAMPION, PA      A/C Reg. No. N23968      Time (Lcl) - 1615 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

Crew

Pass

Fatal

1

3

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - BEECH C23  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2450  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A4K  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 150/006 KTS  
Visibility      - 6.0 SM  
Lowest Sky/Clouds      - 3500 FT SCATTERED  
Lowest Ceiling      - 5500 FT OVERCAST  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
WEST MIFFLIN, PA  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

SEVEN SPRINGS  
Runway Ident      - 27  
Runway Lth/Wid      - 3050/ 42  
Runway Surface      - ASPHALT  
Runway Status      - SNOW - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 25  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total      - UNK/NR      Last 24 Hrs - 2  
Make/Model- UNK/NR      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 5  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N23968, CRASHED INTO TREES SHORTLY AFTER TAKEOFF FROM RWY 27 AT SEVEN SPRINGS AIRPORT. PLT TOLD THE RESORT MANAGER OF SEVEN SPRINGS THAT HE COULD NOT SEEM TO GET AIRBORNE & AFTER HE DID GET AIRBORNE HE COULD NOT CLEAR THE TREES. INVESTIGATION REVEALED THE ACFT WAS OVER MAX GROSS WT AT TAKEOFF. THE RWY WAS REPORTED TO BE SLUSH COVERED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3200

3/24/84

CHAMPION,PA

A/C Reg. No. N23968

Time (Lc1) - 1615 EST

Occurrence #1      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. TERRAIN CONDITION - SLUSH COVERED
5. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
6. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. WEATHER CONDITION - HIGH DENSITY ALTITUDE
8. CLEARANCE - NOT OBTAINED - 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) 2,3,5,6,8

Factor(s) relating to this accident is/are finding(s) 1,4,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3299

4/24/84

HOPWOOD, PA

A/C Reg. No. N2209A

Time (Lcl) - 1344 EST

-----Basic Information-----

Type Operating Certificate-COMMUTER

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
ON GROUND

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-51G5D  
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 - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 220/009 KTS  
Visibility - 1.500 SM  
Lowest Sky/Clouds - 600 FT  
Lowest Ceiling - 600 FT BROKEN  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DUBOIS, PA  
Destination  
CLARKSBURG, WV

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 - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, ATP  
SE LAND, ME LAND

Age - 50  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 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) - AIRPLANE

-----Narrative-----

THE ATP RATED PILOT OBTAINED A COMPLETE WX BRIEFING INCLUDING FORECASTS OF OCCASIONAL MODERATE ICING, A CLEVELAND CENTER WX ADVISORY, WINDS ALOFT WITH TEMPS AT THE FLT PLANNED ALT OF 6000 FT RANGING FROM -1 TO -4 DEG C AND PIREPS OF MODERATE ICING FROM 5000 TO 11000 FT WITH ONE PIREP OF MODERATE TO SEVERE ICING AT 5000 FT. THE PILOT DEPARTED IN THE NON-DEICE/ANTI-ICE EQUIPPED ACFT AND WITHIN THREE AND A HALF MINUTES BEGAN REQUESTING ALT DIVERSIONS. COMMUNICATIONS WITH THE PILOT AND RADAR DATA SHOW THE PILOT WAS UNABLE TO MAINTAIN ALT AND SUBSEQUENTLY CRASHED AND BURNED IN A MOUNTAINOUS AREA.



Brief of Accident (Continued)

File No. - 3299

4/24/84

HOPWOOD,PA

A/C Reg. No. N2209A

Time (Lcl) - 1344 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ANTI-ICE/DE-ICE SYSTEM, WING - LACK OF
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
3. WEATHER CONDITION - ICING CONDITIONS

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED  
Phase of Operation CRUISE - NORMAL

Finding(s)

4. WEATHER CONDITION - ICING CONDITIONS
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. WEATHER CONDITION - ICING CONDITIONS
9. WEATHER CONDITION - FOG
10. OBJECT - TREE(S)

Occurrence #4 FIRE  
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,8

Factor(s) relating to this accident is/are finding(s) 1,5,6,7,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3307      5/07/84      NEW CUMBERLAND, PA      A/C Reg. No. N6907L      Time (Lc1) - 2012 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation      -POSITIONING  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage  
DESTROYED

Fire  
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0
Other	1	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 310K  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5200  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL IO-470VO  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 260 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - IMC  
Wind Dir/Speed- 100/003 KTS  
Visibility      - 1.000 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 200 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - DRIZZLE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
PHILADELPHIA, PA  
Destination  
MIDDLETOWN, PA

Airport Proximity  
UNK/NR

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - CONCRETE  
Runway Status      - WET

ATC/Airspace

Type of Flight Plan      - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - ILS-COMPLETE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND

Age - 30  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - 310

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1410      Last 24 Hrs - 1  
Make/Model- 148      Last 30 Days- 63  
Instrument- .92      Last 90 Days- 239  
Multi-Eng - 189

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DEPARTED VFR WITHOUT A FORMAL WX BRIEFING OR FILING A FLT PLAN. THE WX AT DEST WAS VFR WHEN THE PLT DEPARTED. THE FORECAST INDICATED THAT CEILINGS WOULD LOWER. THE WX DID, IN FACT, DETERIORATE WHILE THE FLT WAS ENROUTE AND THE PLT OBTAINED AN IFR CLEARANCE. ATC NOTED THE PLT MAKING ERRATIC RIGHT & LEFT TURNS AND QUERIED THE PLT WHO RESPONDED THEAT "EVERYTHING WAS FINE". LATER, THE PLT WAS OBSERVED BY CONTROLLERS ON THE APPRCH HAVING DIFFICULTY NAVIGATION. AGAIN THE PLT WAS QUESTIONED, BUT HE ELECTED TO CONTINUE THE APPRCH. THE PLT WAS ADVISED BY THE CONTROLLER AS THE OM WAS PASSED. THE PLT ACKNOWLEDG AND THERE WAS NO DISTRESS CALL. THE ACFT WAS OBSERVED BY GROUND WITNESSES BELOW THE OVERCAST SKIES PRIOR TO CRASHING 1.1 MILES INSIDE THE OM. THE ACFT COLLIDED WITH TRESS, WIRES AND A RESIDENCE. THE ACFT & RESIDENCE WERE DESTROYED BY THE IMPACT & FIRE.

Brief of Accident (Continued)

File No. - 3307

5/07/84

NEW CUMBERLAND, PA

A/C Reg. No. N6907L

Time (Lc1) - 2012 EDT

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Occurrence                    IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation        APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
  2. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. WEATHER CONDITION - BRITTLE FRACTURE
  5. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
  6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  7. WEATHER CONDITION - LOW CEILING
  8. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
  9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
  10. LIGHT CONDITION - DARK NIGHT
  11. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  12. OBJECT - RESIDENCE
  13. OBJECT - TREE(S)
  14. OBJECT - WIRE, TRANSMISSION
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6,9,11

Factor(s) relating to this accident is/are finding(s) 1,4,5,7,8,10,12,13,14

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3224      5/22/84      SLATE RUN, PA      A/C Reg. No. N5818Q      Time (Lcl) - 1940 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	1	0	0
Accident Occurred During	-DESCENT		Pass 0	3	0	0

-----Aircraft Information-----

Make/Model	- MOONEY M20C	Eng Make/Model	- LYCOMING O-360-AID	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2575	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	ON AIRPORT	
Method	- N/A	BLACK FOREST, PA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	TRENTON ROBBVIL, NJ	BLACK FOREST	
Wind Dir/Speed	- 150/010 KTS		Runway Ident	- 35
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- 2100/ 75
Lowest Sky/Clouds	- 250 FT SCATTERED	Type of Flight Plan	Runway Surface	- GRASS/TURF
Lowest Ceiling	-	Type of Clearance	Runway Status	- WET
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- RAIN SHOWERS			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2600
SE LAND	Months Since - UNK/NR	Make/Model - 2550
	Aircraft Type - UNK/NR	Instrument - 52
		Last 24 Hrs - 0
		Last 30 Days - UNK/NR
		Last 90 Days - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED SHORTLY AFTER TAKEOFF FROM THE BLACK FOREST AIRPORT. INVESTIGATION REVEALED THAT THE ACFT TRAVELED APPROX 2/3RDS OF THE RWY DISTANCE, BECAME AIRBORNE, SETTLED BACK ON THE RWY & BECAME AIRBORNE AGAIN. AT THE TIME OF TAKEOFF THE ACFT WAS LOADED NEAR ITS GROSS TAKEOFF WT, THE DENSITY ALT WAS CALCULATED AS 4000 FT & THE SOD RWY WAS WET.

Brief of Accident (Continued)

File No. - 3224

5/22/84

SLATE RUN, PA

A/C Reg. No. N5818Q

Time (Lc1) - 1940 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - WET
  2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
  3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
  4. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3243      6/04/84      LANDISBURG, PA      A/C Reg. No. N49882      Time (Lcl) - 0621 EDT

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - BELL 47G-3

Eng Make/Model - LYCOMING VO-435-AIF

ELT Installed/Activated - NO -N/A

Landing Gear - HIGH SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2850

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 260 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
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 - DAWN

Itinerary

Last Departure Point  
LANDISBURG, PA  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

ME LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - 47G3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5600

Make/Model- 575

Instrument- 238

Multi-Eng - 1115

Last 24 Hrs - 5

Last 30 Days- 50

Last 90 Days- 75

Rotorcraft - 1785

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER LOST ENG POWER WHILE TURNING ON APPROACH FOR LANDING, AUTOROTATED TO A HARD LANDING WITH MAIN ROTOR CONTACT TO THE TAIL BOOM. TWO GALS OF FUEL WERE DRAINED FROM THE ACFT FUEL TANK AT THE ACCIDENT SITE. AN ENG RUN UP WAS PERFORMED & FOUND SATISFACTORY.

Brief of Accident (Continued)

File No. - 3243

6/04/84 LANDISBURG, PA

A/C Reg. No. N49882

Time (Lc1) - 0621 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3247

8/17/84 . BRODHEADSVILLE, PA

A/C Reg. No. N8811H

Time (Lcl) - 1905 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -MANEUVERING

Aircraft Damage

DESTROYED

Fire  
NONE

Fatal

Crew 0  
Pass 0

Injuries

Serious

Minor

None

0  
0

0  
0

1  
2

-----Aircraft Information-----

Make/Model - NAVION AIRCRAFT NAVION  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2750  
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-3  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 205 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 - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
BRODHEADSVILLE, PA  
Destination  
MANVILLE, NJ

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PLEASANT VALLEY  
Runway Ident - 36  
Runway Lth/Wid - 2600/ 100  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 59  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total - 968  
Make/Model- UNK/NR  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF PILOT WAS ADVISED OF MODEL AIRCRAFT IN FLIGHT PATH, EVASIVE ACTION TAKEN, HOWEVER, PRESENCE OF MODEL NOT CONFIRMED. PILOT REDUCED PWR BELOW RECOMMENDED RPM CAUSING AIRCRAFT TO SETTLE. PILOT THEN APPLIED PWR TO AVOID COLLISION WITH TREES. WHEN IT APPEARED THAT THE AIRCRAFT WAS GOING TO CRASH THE PILOT REDUCED PWR AND STALLED THE AIRCRAFT COLLIDING WITH TREES. A CHECK WITH MODEL AIRPORT REVEALED THAT NO MODEL AIRCRAFT WERE BEING FLOWN AT THE TIME OF THE REPORTED INCIDENT. A PASSENGER ON BOARD THE AIRCRAFT DID NOT SEE THE REPORTED MODEL AIRCRAFT. THERE WAS A HIGH RIDGE AT THE FAR END OF THE RUNWAY USED FOR TAKEOFF ONLY 300 FT ABOVE RUNWAY LEVEL. PILOT REDUCED POWER ON TAKEOFF AFTER RAISING LANDING GEAR TO A POWER SETTING BELOW THAT INCORPORATED IN THE FLIGHT OPERATING SPECIFICATIONS.



Brief of Accident (Continued)

File No. - 3247

8/17/84

BRODHEADSVILLE, PA

A/C Reg. No. N8811H

Time (Lcl) - 1905 EDT

Occurrence #1      ABRUPT MANEUVER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. PULL-UP - EXCESSIVE - PILOT IN COMMAND
5. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING

Finding(s)

6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3271      9/30/84      TURBOTVILLE, PA      A/C Reg. No. N999YP      Time (Lcl) - 1216 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	4	0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -CRUISE

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-34-220T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4570  
No. of Seats - 5

Eng Make/Model - CONTINENTAL L/TSIO-360-KB ELT Installed/Activated - YES/YES  
Number Engines - 2      Stall Warning System - YES  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 220 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - UNK/NR

Lowest Sky/Clouds - 12000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
AKRON, OH  
Destination  
TETERBORO, NJ

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
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)  
PRIVATE  
SE LAND, ME LAND

Age - 51  
Biennial Flight Review  
Current - YES  
Months Since - 22  
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 820      Last 24 Hrs - UNK/NR  
Make/Model- UNK/NR      Last 30 Days- 8  
Instrument- 147      Last 90 Days- 27  
Multi-Eng - 258

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE ACFT WAS EN ROUTE, ATC ADVISED THE PLT OF VFR TRAFFIC AT HIS ONE O'CLOCK POSITION AT 12 MI ON A NW HEADING. THE PLT ACKNOWLEDGED, BUT REPORTED THAT HE HAD NO CONTACT & SAID THE WX WAS A LITTLE HAZY. A SHORT TIME LATER, ATC ADVISED THE TRAFFIC WAS CLEAR & THE PLT ACKNOWLEDGED. THIS WAS THE LAST TRANSMISSION FROM THE ACFT. AT ABOUT THE SAME TIME, A PA-28 PLT ON A 150 DEG HDG SAW AN ACFT (N999YP) AT HIS ONE O'CLOCK POSITION ON A EASTERLY HDG, ABOUT 1 MI AHEAD. HE REPORTED THAT THE ACFT WAS IN A SHALLOW NOSE-DOWN PITCH ATTITUDE & APPEARED TO BE TRAVELING VERY FAST. WHEN THE ACFT MOVED TO HIS 11 O'CLOCK POSITION, IT CAME APART IN THE AIR AT AN ALT OF ABOUT 5000 TO 5500 FT. THE WRECKAGE WAS FOUND FRAGMENTED & SCATTERED OVER A 3000 FT AREA ON AN EAST-WEST DIRECTION. THE STABILATORS HAD SEPARATED FROM THE EMPENNAGE & THE WINGS HAD SEPARATED FROM THE FUSELAGE. THE WING CENTER SPAR WAS FOUND BENT & HAD FAILED FROM OVERLOAD. WX STUDY SHOWED PROBABLE LGT TO MOD TURBC AT 7000 TO 8000 FT MSL. SEAT BELTS/SHLDR HARNESSSES WERE UNFASTENED/UNDAMAGED.

Brief of Accident (Continued)

File No. - 3271

9/30/84

TURBOTVILLE, PA

A/C Reg. No. N999YP

Time (Lc1) - 1216 EDT

Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. UNDETERMINED
2. WEATHER CONDITION - TURBULENCE, CLEAR AIR
3. SEAT BELT - NOT USED - PILOT IN COMMAND
4. FLIGHT CONTROL, STABILATOR - OVERLOAD
5. FLIGHT CONTROL, STABILATOR - SEPARATION
6. WING - OVERLOAD
7. WING - SEPARATION

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. - 3133      10/28/84      BUTLER, PA      A/C Reg. No. N51686      Time (Lc1) - 1010 EST

-----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 1	0	0	0
Accident Occurred During	-DESCENT	ON GROUND	Pass 1	0	0	0

-----Aircraft Information-----

Make/Model	- ENSTROM HELICOPTER CORP 280C	Eng Make/Model	- LYCOMING HIO-360-E1AD	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 205 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	BUTLER, PA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	Runway Ident
Wind Dir/Speed	- 220/009 KTS		- N/A
Visibility	- 12.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- 25000 FT BROKEN	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - YES	Total - 372
	Months Since - 3	Make/Model - UNK/NR
HELICOPTER	Aircraft Type - 300C	Instrument - 1
		Multi-eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - 372

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER STRUCK THE STATIC LINE OF A HIGH VOLTAGE TRANSMISSION LINE WHILE ON A FLT TO PHOTOGRAPH AN APARTMENT COMPLEX. THE OWNER OF THE COMPLEX ACCOMPANIED THE PLT ON THE FLT, THERE AFTER THE ACFT WAS TO BE USED FOR PASSENGER SIGHTSEEING FLTS AS PART OF SALES PROMOTION FOR A RESTAURANT. INVESTIGATION REVEALED THE REAR OF THE HELICOPTER STRUCK THE LINE, THE ACFT PITCHED DOWN & HIT THE HILLSIDE & CONTINUED ITS CRASH TRAJECTORY ONTO HWY 68. EXAMINATION OF THE ACFT DID NOT REVEAL ANY PREIMPACT MALFUNCTIONS OR FAILURES.

Brief of Accident (Continued)

File No. - 3133

10/28/84

BUTLER, PA

A/C Reg. No. N51686

Time (Lc1) - 1010 EST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE, STATIC
  2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  3. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

-----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. - 3047      11/10/84      WEST MIFFLIN, PA      A/C Reg. No. N97594      Time (Lcl) - 1105 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	ERIE, PA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ALLEGHENY, PA	ALLEGHENY COUNTY
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2536/ 100
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 3100 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - WET
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
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)
PRIVATE	Current - YES	Total - 579
ME LAND	Months Since - 3	Make/Model- 34
	Aircraft Type - UNK/NR	Instrument- 159
		Multi-Eng - 95
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT LANDED LONG WITH EXCESSIVE SPEED. PLT ATTEMPTED A GO-AROUND BUT WAS UNABLE TO OBTAIN SUFFICIENT FLYING SPEED BEFORE REACHING THE END OF THE RWY WHICH DROPS OFF INTO A STEEP EMBANKMENT. WHEN THE ACFT REACHED THE END OF THE RWY GROUND EFFECT WAS LOST AND THE ACFT CONTACTED THE GROUND APRX 1500 FT PAST THE END OF THE RWY AND ROLLED INVERTED.

Brief of Accident (Continued)

File No. - 3047

11/10/84

WEST MIFFLIN, PA

A/C Reg. No. N97594

Time (Lcl) - 1105 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      LANDING

Finding(s)

1. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
2. ABORTED LANDING - DELAYED - PILOT IN COMMAND
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. TERRAIN CONDITION - DOWNHILL
5. PROPER CLIMB RATE - NOT OBTAINED - 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) 2,3,5

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. - 3227      11/15/84      BUTLER,PA      A/C Reg. No. N17129      Time (Lc1) - 1230 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	2	0	0
Pass	0	0	0	0

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model      - HILLER UH-12B  
Landing Gear      - SKID  
Max Gross Wt      - 2500  
No. of Seats      - 2

Eng Make/Model - FRANKLIN 6U335A  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 210 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - TV WX  
Method      - TV/RADIO  
Completeness      - UNK/NR  
Basic Weather      - VMC

Wind Dir/Speed- 210/015 KTS

Visibility      - 7.0 SM

Lowest Sky/Clouds      - 1100 FT SCATTERED

Lowest Ceiling      - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

FREEDOM,PA

Destination

BUTLERN,PA

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,ATP,CFI

SE LAND,ME LAND,SE SEA

HELICOPTER

Age - 41

Biennial Flight Review

Current      - YES

Months Since      - 5

Aircraft Type - 737

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 17638

Make/Model- 5

Instrument- 1260

Multi-Eng - 14000

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 180

Rotorcraft - 1638

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TRAINING AT MCVILLE ARPT FOR ABOUT 1HR & 15MIN THE PLT DECIDED TO PURCHASE FUEL, TAXIED TO THE FUEL PUMPS & DISCOVERED THAT THE OPERATOR WAS NOT THERE. THE CFI EST THAT THERE WAS SUFFICIENT FUEL TO FLY TO BUTLER COUNTY ARPT, APRX 18 MILES AWAY. DURING THE FLT TO BUTLER THEY ENCOUNTERED STRONG GUSTY HEAD WINDS & WITH THE STUDENT PLT FLYING HAD TROUBLE WITH ALT & HEADING. ABOUT TWO MIN AFTER SIGHTING THE ARPT THE ENG QUIT & THE PLT MADE AN AUTOROTATION INTO TREES.



Brief of Accident (Continued)

File No. - 3227

11/15/84

BUTLER,PA

A/C Reg. No. N17129

Time (Lcl) - 1230 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND(CFI)
3. IMPROPER USE OF PROCEDURE,SELF-INDUCED PRESSURE - PILOT IN COMMAND(CFI)

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
5. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3197      9/26/84      MC CORMICK, SC      A/C Reg. No. N6740Z      Time (Lcl) - 1715 EDT

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage						
		DESTROYED		Fatal	Serious	Minor	None	
Type of Operation	-BUSINESS	Fire	Crew	1	0	0	0	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During	-CRUISE - NORMAL							

-----Aircraft Information-----

Make/Model	- BEECH V35B	Eng Make/Model	- CONTINENTAL IO-520-BB	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	- 5	Rated Power	- 258 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FLORENCE, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ATLANTA, GA	
Wind Dir/Speed - 040/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 651	Last 24 Hrs - UNK/NR
	Months Since - 6	Make/Model - 320	Last 30 Days - UNK/NR
	Aircraft Type - V35B	Instrument - UNK/NR	Last 90 Days - 20
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N6740Z, A BEECH V35B ACFT, SEPARATED IN FLT OVER MCCORMICK, SC WHILE OPERATING IN VFR CONDITIONS. THE INVESTIGATION FAILED TO LOCATE WITNESSES WHO OBSERVED THE FLT PRIOR TO & DURING THE INFLIGHT SEPARATION. WITNESSES ON THE GROUND HEARD THE ACFT & OBSERVED PIECES OF THE ACFT FALLING OVER A LARGE AREA. EXAMINATION OF THE WRECKAGE FAILED TO REVEAL ANY ACFT SYSTEM FAILURE ON MALFUNCTION. HOWEVER, THE RT & LT STABILIZERS & RUDDERVATOR EXHIBITED EVIDENCE OF GROSS NEGATIVE OVERLOAD.

Brief of Accident (Continued)

File No. - 3197

9/26/84

MC CORMICK, SC

A/C Reg. No. N6740Z

Time (Lc1) - 1715 EDT

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLIGHT CONTROL, RUDDERVATOR - OVERLOAD
  2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - GROUND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3175      10/04/84      ABERDEEN,SD      A/C Reg. No. N127MW      Time (Lcl) - 2337 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 2	0	0	0
Accident Occurred During	-DESCENT	ON GROUND	Pass 1	0	0	0

-----Aircraft Information-----

Make/Model	- HAMBURGER FLUGZEUGBAU HANSA HFB	Eng Make/Model	- GEN'L ELECTRI CJ6101	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 20280	Engine Type	- TURBOJET		
No. of Seats	- 10	Rated Power	- 2850 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ABERDEEN,SD	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	YIPSILANTE,MI	ABERDEEN REGIONAL
Wind Dir/Speed- 160/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - 3860/ 100
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
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 - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - UNK/NR	Total - UNK/NR
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - UNK/NR	Make/Model- UNK/NR
HELICOPTER ,GYROPLANE	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
FREE BALLOON ,GLIDER		Last 24 Hrs - UNK/NR
Instrument Rating(s) - AIRPLANE,HELICOPTER		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

-----Narrative-----

THE HANSA JET HFB-320 ACFT CRASHED ON TAKEOFF FROM THE ABERDEEN AIRPORT AFTER THE FLT CREW SELECTED THE INCORRECT RWY FOR TAKEOFF. THE ACFT WAS OBSERVED RUNNING OFF THE END OF RWY 17, WHICH IS 3860 FT LONG, WHERE IT STRUCK A FENCE, DITCH, ROAD & ANOTHER DITCH THEN BECAME AIRBORNE, THE LANDING GEAR SEPARATED DURING THE ABOVE SEQUENCE. THE ACFT WAS THAN OBSERVED TO LEVEL OFF MOMENTARILY, THEN DESCEND IN A RT TURN UNTIL IMPACT. INVESTIGATION REVEALED THE CREW HAD BEEN FLYING 12 HRS EXCEPT FOR REFUELING STOPS & CARGO LOADING. IN ADDITION, CALCULATIONS REVEALED THE ACFT WAS OVER GROSS WT BY APPROX 1 TON. THE PROPER RWY FOR TAKEOFF WAS 13 (40 DEGREE CHANCE) AND 6900 FT LONG. RWY USED WAS RESTRICTED TO ACFT LES THAN 12,500 GTO WT. N127MW WEIGHED OVER 20,000 LBS.

Brief of Accident (Continued)

File No. - 3175

10/04/84

ABERDEEN, SD

A/C Reg. No. N127MW

Time (Lc1) - 2337 CDT

Occurrence #1      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. - FENCE
2. TERRAIN CONDITION - DITCH
3. LIGHT CONDITION - NIGHT
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, FATIGUE - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, FATIGUE - COPILOT

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

8. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - OPEN FIELD
10. 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) 3,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3211

8/02/84

PETROS, TN

A/C Reg. No. N27948

Time (Lc1) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - CRUISE

Fire  
ON GROUND

Crew  
Pass

Fatal  
2  
0

Serious  
0  
0

Minor  
0  
0

None  
0  
0

-----Aircraft Information-----

Make/Model - PIPER PA-31-350  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 7000  
No. of Seats - 2

Eng Make/Model - LYCOMING TIO-540-J2BD  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 350 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 - UNK/NR  
Wind Dir/Speed- 270/004 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 4500 FT SCATTERED  
Lowest Ceiling - 30000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FT. LAUDERDALE, FL  
Destination  
CINCINNATI, OH

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 37

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1100  
Make/Model- UNK/NR  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT DEPARTED FT. LAUDERDALE, FL, ON 8-2-84 AT APRX 0815 EDT FOR CINCINNATI, OH. THE ACFT WRECKAGE WAS FOUND ON 11-17-84 ON AN UP SLOPE OF BIG FODDER STACK MOUNTAIN. THE ACFT HAD CONTACTED A 25 FT TALL TREE LOCATED 200 FT WEST OF THE MAIN WRECKAGE. THE ONLY KNOWN RADIO CONTACT WAS RECALLED BY THE MONROE COUNTY APRT MANAGER WHO STATED THE PLT RADIOED TO EXCHANGE THE DAY'S GREETING. EXACT WX AT THE ACCIDENT SITE COULD NOT BE DETERMINED. HOWEVER, THE APRT MANAGER RECALLED THE HIGH TERRAIN BEING OBSCURED WITH POOR VISIBILITY.

Brief of Accident (Continued)

File No. - 3211

8/02/84

PETROS,TN

A/C Reg. No. N27948

Time (Lc1) - 1400 EDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      CRUISE - NORMAL

Finding(s)

4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  6. OBJECT - TREE(S)
- 

-----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. - 3254      8/11/84      MEMPHIS, TN      A/C Reg. No. N70003      Time (Lcl) - 0100 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier	-AVIATION ENTERPRISES, INC.	DESTROYED		Fatal	0
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Serious	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	Minor	0
Accident Occurred During	-DESCENT			None	0

-----Aircraft Information-----

Make/Model	- DOUGLAS DC3C-S1C3G	Eng Make/Model	- P&W R-1830-94	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 26900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 1100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	MEMPHIS, TN			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	CHICAGO, IL		MEMPHIS INTERNATIONAL	
Wind Dir/Speed	- 230/006 KTS	ATC/Airspace		Runway Ident	- 36R
Visibility	- 10.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 8400/ 150
Lowest Sky/Clouds	- 1200 FT SCATTERED	Type of Clearance	- IFR	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----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, ATP	Current - YES	Total	- UNK/NR
SE LAND, ME LAND	Months Since - 2	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) - AIRPLANE

-----Narrative-----

THE DC-3 COLLIDED WITH UTILITY POLES AND CRASHED THRU A WAREHOUSE ROOF DURING TAKEOFF. A WITNESS STATED THE ACFT CLIMBED TO AN ALT OF 100-150 FT AGL, THEN APPEARED TO STOP CLIMBING. HE ALSO STATED THAT THE LEFT ENG WAS NOT RUNNING AND THE PROP WAS FEATHERED. ATC ASKED N70003 IF THERE WAS A PROBLEM TO WHICH THE PLT REPLIED, "AFFIRMATIVE." THE ACFT WAS CLEARED TO LAND ON ANY RWY; LAST RADAR CONTACT WAS AT 400 FT AGL. THE ACFT OCCURRED 2 MI NORTH OF THE ARPT. A POST ACFT EXAM OF THE LEFT ENG DISCLOSED THE #14 CYLINDER WAS MISSING A SPARK PLUG FROM THE FRONT SPARK PLUG HOLE. THE SPARK PLUG LEAD AND "B" NUT WERE ATTACHED TO THE IGNITION HARNESS, BUT NO PLUG WAS ATTACHED TO THE LEAD. THE SPARK PLUG HOLE & B-NUT THREADS WERE UNDAMAGED. A WHITE DEPOSIT WAS FND INSIDE THE CYLINDER SPARK PLUG THREADS & OUTSIDE THE CYLINDER, ADJACENT TO THE HOLE. THE DEPOSIT WAS IDENTIFIED TO CONTAIN HIGH CONCENTRATIONS OF LEAD & BROMINE MOST, LIKELY FORMED FROM EXHAUST GASES & FUEL DURING CYLINDER OPERATION. A COMPANY MECH REPORTEDLY WORKED ON THE PLUGS ON THE PREVIOUS DAY.



Brief of Accident (Continued)

File No. - 3254

8/11/84

MEMPHIS, TN

A/C Reg. No. N70003

Time (Lcl) - 0100 CDT

-----  
Occurrence #1            LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - LACK OF
  2. MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PSNL
  3. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
  5. OBJECT - UTILITY POLE
  6. OBJECT - BUILDING(NONRESIDENTIAL)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3049

9/01/84

KNOXVILLE, TN

A/C Reg. No. N22299

Time (Lcl) - 1715 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	1	0
Crew	0	1	2	0
Pass	0	0	1	0
Other	0	0	1	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

DESTROYED  
Fire  
ON GROUND

Crew  
Pass  
Other

-----Aircraft Information-----

Make/Model - BELL 222  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 7850  
No. of Seats - 5

Eng Make/Model - LYCOMING LT101-650C3A  
Number Engines - 2  
Engine Type - TURBOSHAFT  
Rated Power - 620 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KNOXVILLE, TN  
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 - 200/ 200  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
SE LAND, ME LAND  
HELICOPTER

Age - 34

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - 222

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4564	Last 24 Hrs	- UNK/NR
Make/Model-	3	Last 30 Days-	UNK/NR
Instrument-	397	Last 90 Days-	36
Multi-Eng -	1700	Rotorcraft -	2700

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER WAS IN A HOVER WHEN A RT PEDAL TURN WAS INITIATED AND A CLIMB ATTEMPTED. PLT STATED, "I WAS UNABLE TO CLIMB, AND THE AIRCRAFT BEGAN TO LOSE ROTOR RPM. I INCREASED POWER TO 100% MRTQ. THE ACFT WAS SETTling." UNABLE TO SUSTAIN FLT, A LANDING WAS MADE AT A ROAD INTERSECTION DURING WHICH 3 VEHICLES WERE DAMAGED. THE ACFT WAS SUBSTANTIALLY DAMAGED BY FIRE. INSPECTION & TESTING REVEALED THE TORQUE CONTROL UNIT, P/N 222-360-010-101, WHICH LIMITS THE AMT OF COMBINED ENG TORQUE DELIVERED TO THE MAIN TRANSMISSION, WAS ADJUSTED TO 46.0 PSI. ACCORDING TO BELL MAINTENANCE MANUALS, THE UNIT SHOULD BE SET AT 48.5 PSI (+1.5/-0.0). THE UNIT WAS INSTALLED IN THE ACFT ON 3/1/82. IT COULD NOT BE DETERMINED IF THE UNIT WAS ADJUSTED AT THE TIME OF INSTALLATION OR AFTER.

Brief of Accident (Continued)

File No. - 3049

9/01/84

KNOXVILLE,TN

A/C Reg. No. N22299

Time (Lcl) - 1715 EDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CLIMB

Finding(s)

1. MISC ROTORCRAFT - PRESSURE TOO LOW
2. MAINTENANCE - INADEQUATE -

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - UNCONTROLLED

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

3. OBJECT - VEHICLE

Occurrence #4      FIRE  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. FUEL SYSTEM,DRAIN - OVERLOAD
5. FUEL SYSTEM - FAILURE,PARTIAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3202      12/15/84      JOHNSON CITY,TN      A/C Reg. No. N8493T      Time (Lcl) - 1620 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -TRP.SKYDIVER	Fire	Crew	Fatal	Injuries Serious	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 182C	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JOHNSON CITY,TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 330/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 30000 FT 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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 95
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 18
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT CRASHED AFTER A LOSS OF ENG POWER OCCURRED WHEN THE PLT WAS RETURNING FROM TRANSPORTING SKY DIVERS TO ALTITUDE FOR A JUMP. THE PLT REPORTED HE RAN THE RT FUEL TANK OUT OF FUEL & FAILED TO SWITCH TANKS.

Brief of Accident (Continued)

File No. - 3202

12/15/84

JOHNSON CITY, TN

A/C Reg. No. N8493T

Time (Lc1) - 1620 EST

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Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
  3. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

---

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)
  5. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

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. - 3177      12/27/84      MADISONVILLE, TN      A/C Reg. No. NONE      Time (Lcl) - 1230 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal	Injuries			None
	Serious	Minor		
1	0	0	0	0
0	0	0	0	0

-----Aircraft Information-----

Make/Model - GYROCOPTER B-8M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 1

Eng Make/Model - MCCULLOCH 4318B  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 210  
Visibility - 6.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 4500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MADISONVILLE, TN  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
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	- 50	Last 24 Hrs	- UNK/NR
Make/Model-	10	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT ATTEMPTING FLIGHT IN GYROCOPTER LOSS CONTROL CUSING MAIN ROTOR SYSTEM TO CONTACT THE RUDDER SYSTEM.  
PILOT WAS NOT QUALIFIED TO CONDUCT THIS FLIGHT. A/C WAS NOT ASSIGNED AN IDENTIFICATION NUMBER.

Brief of Accident (Continued)

File No. - 3177

12/27/84

MADISONVILLE, TN

A/C Reg. No. NONE

Time (Lc1) - 1230 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLT CONTROL SYST, RUDDER CONTROL - FAILURE, TOTAL
2. FLT CONTROL SYST, RUDDER CONTROL - OVERLOAD
3. CYCLIC - IMPROPER USE OF - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND

Occurrence #2 PROPELLER/ROTOR CONTACT  
Phase of Operation CRUISE - NORMAL

Finding(s)

5. FLT CONTROL SYST, RUDDER CONTROL - FAILURE, TOTAL
6. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3167

12/30/84

SPARTA, TN

A/C Reg. No. N7589Y

Time (Lcl) - 1630 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	4

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-30  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-BIA  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 160 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC

Wind Dir/Speed- 160/005 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 400 FT SCATTERED

Lowest Ceiling - 1800 FT OVERCAST

Obstructions to Vision- UNK/NR

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ROCHESTER, NY

Destination

NASHVILLE, TN

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 - IFR

Type of Clearance - IFR

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1137

Make/Model - 194

Instrument - 181

Multi-Eng - 330

Last 24 Hrs - UNK/NR

Last 30 Days - UNK/NR

Last 90 Days - 52

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DUAL ENGINE STOPPAGE. FUEL TANKS TOPPED BEFORE TAKEOFF. PLT HAD FILED IFR EN ROUTE BUT THE WIND HAD SHIFTED TO A 30 KT HEADWIND. PLT BECAME CONCERNED ABOUT FUEL REMAINING AND MADE AN INSTRUMENT APCH WHICH WAS MISSED BECAUSE OF LOW CLOUDS. DURING COURSE TO AN ALTERNATE, THE LEFT ENGINE QUIT. DURING VECTORS TO THE NEAREST AIRPORT THE RIGHT ENGINE QUIT, AND SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES DURING A FORCED LANDING. THE PLT SAID THE ENGINE STOPPAGE SOUNDED LIKE FUEL STARVATION.



Brief of Accident (Continued)

File No. - 3167

12/30/84

SPARTA, TN

A/C Reg. No. N7589Y

Time (Lc1) - 1630 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
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) 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. - 3084

5/24/84

ZAPATA, TX

A/C Reg. No. N404C

Time (Lcl) - 2300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

NONE  
Fire  
ON GROUND

Crew  
Pass

Fatal  
0  
0

Serious  
0  
0

Minor  
0  
0

None  
1  
0

-----Aircraft Information-----

Make/Model - BEECHCRAFT 65  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 7700  
No. of Seats - 9

Eng Make/Model - LYCOMING IGSO-480A1B6  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 340 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- UNK/NR

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC

Destination  
UNK/NR

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 - DIRT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
UNK/NR

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 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) - UNK/NR

-----Narrative-----

ACCORDING TO LAW ENFORCEMENT OFFICERS, THE ACFT EXPERIENCED DOUBLE ENG FAILURE AND MADE A FORCED LANDING IN UNIMPROVED TERRAIN. DURING THE LANDING ROLLOUT THE ACFT STRUCK SEVERAL TREES. AN INTENSE POST CRASH FIRE ERUPTED DESTROYING ALL BUT ONE WING TIP OF THE WRECKAGE. REPEATED EFFORTS TO CONTACT THE PLT AND OPERATOR HAVE BEEN UNSUCCESSFUL. IT IS ASSUMED THAT THERE WERE NO INJURIES AND NO PASSENGERS.

Brief of Accident (Continued)

File No. - 3084

5/24/84

ZAPATA, TX

A/C Reg. No. N404C

Time (Lcl) - 2300 CDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      UNKNOWN

Finding(s)  
1. UNDETERMINED  
-----

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. - 3281

8/12/84

OLIN, TX

A/C Reg. No. N520BC

Time (Lcl) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - BAKEMAN-CHAPMAN CASSUTT III M  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1066  
No. of Seats - 1  
Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - UNK/NR

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- 070/006 KTS  
Visibility - 7.0 SM

Lowest Sky/Clouds - 500 FT SCATTERED  
Lowest Ceiling - 3500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
LAMASA, TX  
Destination  
OKMULAE, OK

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)  
PRIVATE  
SE LAND

Age - 40  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 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-----

PLT HAD PURCHASED THE ACFT EARLIER ON DAY OF ACCIDENT. HE HAD NO PREVIOUS TIME IN THE ACFT. HE FLEW FOR 220 MILES AND MADE FIRST LANDING. ACFT SERVICED WITH FUEL ONLY. TAKEOFF WAS MADE AND HE FLEW FOR 60 MILES. ENG BEGAN TO VIBRATE AND BLACK SMOKE OBSERVED. PLT MADE EMERG LANDING AND TOUCHED DOWN HARD IN LEVEL SOD FIELD. INVESTIGATION REVEALED THE #1 ROD FAILED FROM OVERHEAT CAUSED BY LACK OF OIL. OIL DRAIN PLUG MISSING. EVIDENCE OF DIRT IN THE HOLE THREADS. NO EVIDENCE OF IMPACT ON DRAIN PLUG. ENG TEAR DOWN AND NTSB METALLURGICAL EXAM CONFIRMED OIL STARVATION TO ROD BEARING COMPONENTS. LAST OIL CHANGE WAS MORE THAN ONE MONTH PRIOR TO THE ACCIDENT AND THE ACFT HAD NOT BEEN FLOWN UNTIL THE DAY OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3281

8/12/84

OLIN, TX

A/C Reg. No. N520BC

Time (Lc1) - 1900 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation      CRUISE

1. COMBUSTION ASSEMBLY, OUTER CASING - FAILURE, TOTAL
2. FLUID, OIL - EXHAUSTION
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. LUBRICATING SYSTEM, OIL MAGNETIC PLUG - NOT ENGAGED
5. LUBRICATING SYSTEM, OIL TANK - DUMPED
6. AIRCRAFT SERVICE - IMPROPER - OTHER PERSON

Occurrence #2      FORCED LANDING

Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      HARD LANDING

Phase of Operation      LANDING - FLARE/TOUCHDOWN

7. FLARE - MISJUDGED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3039

9/08/84

CORSICANA, TX

A/C Reg. No. N7483M

Time (Lc1) - 2330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 175  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2350  
No. of Seats - 4

Eng Make/Model - CONTINENTAL GO-300-D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 175 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- 170/018 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- UNK/NR  
Precipitation - UNK/NR  
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
HOUSTON, TX  
Destination  
SAME AS ACC/INC

Airport Proximity  
OFF AIRPORT/STRIP

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, CFI  
SE LAND, ME LAND

Age - 38  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 2100	Last 24 Hrs	- 4
Make/Model	- 24	Last 30 Days	- UNK/NR
Instrument	- 130	Last 90 Days	- 52
Multi-Eng	- 500		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THE ACFT LOST ENG POWER & HE ATTEMPTED AN EMERG LANDING IN A FIELD. DURING THE LANDING ROLL THE ACFT COLLIDED WITH A WIRE FENCE DUE TO DARKNESS. THE EXACT AMOUNT OF FUEL REMAINING IN THE ACFT WAS NOT DETERMINED DURING REMOVAL OF THE ACFT FROM THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 3039

9/08/84

CORSICANA, TX

A/C Reg. No. N7483M

Time (Lc1) - 2330 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

2. LIGHT CONDITION - NIGHT

3. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3079	9/11/84	AUSTIN, TX	A/C Reg. No. N761VP	Time (Lcl) - 1500 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -LANDING			0	0
				Minor
				None
				1
				1

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-----Aircraft Information-----

Make/Model - CESSNA T210M	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 130/012 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 5500 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 AUSTIN, TX</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 OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>EXECUTIVE</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 4000/ 48</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 21</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 551</p> <p>Make/Model- 197</p> <p>Instrument- 95</p> <p>Multi-Eng - 101</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 15</p>
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Instrument Rating(s) - AIRPLANE

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-----Narrative-----

DURING ARRIVAL, THE PLT REDUCED POWER ON BASE LEG FOR FOR A LANDING. WHEN HE REALIZED HIS AIRSPEED WAS DISSIPATING FASTER THAN NORMAL, HE ADVANCED THE THROTTLE, BUT THE ENG DID NOT RESPOND. THE PLT THEN SWITCHED FUEL TANKS, TURNED ON THE BOOST PUMP & APPLIED FULL THROTTLE, BUT THE ENG STILL DID NOT RESPOND. SUBSEQUENTLY, WHILE FLARING FOR A FORCED LANDING, THE ACFT HIT A TREE & CRASHED. BOTH OCCUPANTS WERE WEARING THEIR SHOULDER HARNESSSES & WERE NOT INJURED. AFTER THE ACCIDENT, THE FUEL PRIMER WAS FOUND UNLOCKED & EXTENDED ABOUT 1-1/2 INCHES. DURING AN OPERATIONAL CHECK, THE ENG STARTED & RAN NORMALLY AT 1500 RPM. WHEN THE PRIMER WAS UNLOCKED & PARTIALLY OPENED, THE ENG BEGAN RUNNING ROUGH, ITS SPEED DECREASED TO 700 RPM & THE ENG EMITTED BLACK SMOKE THRU THE EXHAUST. THE MANUFACTURER CONFIRMED THAT AT LOW RPM WITH THE PRIMER OPEN, FUEL WOULD SIPHON INTO THE MANIFOLD & CAUSE THE ENG TO RUN TOO RICH. ORIGINALLY, THE PRIMER HAD BEEN INSTALLED AS OPTIONAL EQUIPMENT FOR STARTS IN EXTREMELY COLD WX & WAS NOT LISTED IN THE FLT MANUAL CHECK LIST.



Brief of Accident (Continued)

File No. - 3079

9/11/84

AUSTIN, TX

A/C Reg. No. N761VP

Time (Lc1) - 1500 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. FUEL SYSTEM, PRIMER SYSTEM - UNLOCKED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) NOT LISTED - MANUFACTURER
4. FUEL SYSTEM, PRIMER SYSTEM - OPEN

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - TREE(S)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3010

9/12/84

LAMESA, TX

A/C Reg. No. N61564

Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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 - DESCENT

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Wind Dir/Speed- 180/010 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 54

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 1500	Last 24 Hrs	- 1
Make/Model-	1100	Last 30 Days-	UNK/NR
Instrument-	91	Last 90 Days-	20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE WAS FOLLOWING AN AERIAL APPLICATION ACFT & MAY HAVE ENCOUNTERED PROPELLER WASH/DOWNDRAFT. THE ACFT COLLIDED WITH THE GROUND & WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 3010

9/12/84

LAMESA, TX

A/C Reg. No. N61564

Time (Lc1) - 1630 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

3. REMEDIAL ACTION - 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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3009

9/15/84

FLATONIA, TX

A/C Reg. No. N4653C

Time (Lcl) - 1715 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	0
0	1	0	0

Type of Operation -PERSONAL

Fire

Crew

0

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

1

0

0

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 170B

Eng Make/Model - CONTINENTAL O-300

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2050

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 145 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 5.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

MANVEL, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

FLATONIA MUNICIPAL

Runway Ident - 15

Runway Lth/Wid - 1830/ 25

Runway Surface - ASPHALT

Runway Status - UNK/NR

-----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 - 210 Last 24 Hrs - 4

Make/Model- 70 Last 30 Days- UNK/NR

Instrument- 8 Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE APPLIED FULL POWER TO THE ENG AS HE STARTED HIS TAKEOFF RUN ON RWY 15. HE APPLIED FORWARD PRESSURE ON THE CONTROL YOKE TO RAISE THE TAIL AND THE ACFT STARTED TO DRIFT LEFT. THE RT WING HIT A TREE AND THE ACFT CONTINUED INTO A LAKE.

Brief of Accident (Continued)

File No. - 3009

9/15/84

FLATONIA, TX

A/C Reg. No. N4653C

Time (Lc1) - 1715 CDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

3. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3037      9/15/84      SEQUIN, TX      A/C Reg. No. N51250      Time (Lcl) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -DESCENT			0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 172P	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 - 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	ON AIRPORT
Method - N/A	SEQUIN, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GUADALUPE COUNTY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 12
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3670/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - UNK/NR
Obstructions to Vision- UNK/NR		
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)
STUDENT	Current - N/A	Total - 41
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 35
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING THE TAKEOFF PHASE OF A TOUCH-&-GO LANDING. THE STUDENT PLT STATED THAT THE WIND DIRECTION AND SPEED HAD CHANGED AT LIFT-OFF CAUSING THE ACFT TO BECOME AIRBORNE THEN TO DESCEND AND HIT THE GROUND BEFORE COMING TO A STOP INVERTED.

Brief of Accident (Continued)

File No. - 3037

9/15/84

SEGUIN, TX

A/C Reg. No. N51250

Time (Lcl) - 0930 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. STALL/MUSH - IMPROPER - PILOT IN COMMAND
  2. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----

Occurrence #3        NOSE OVER  
Phase of Operation    OTHER

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3023      9/20/84      PLAINVIEW, TX      A/C Reg. No. N522MM      Time (Lcl) - 1950 CDT

-----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	-LANDING			0	0	0	0	2
								0

-----Aircraft Information-----

Make/Model	- PIPER PA-32R-301	Eng Make/Model	- LYCOMING IO-540-K1G5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	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	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		HALE COUNTY	
Wind Dir/Speed	- 140/007 KTS	ATC/Airspace		Runway Ident	- 13
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 4000/ 100
Lowest Sky/Clouds	- 25000 FT SCATTERED	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 - 21	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 535	Last 24 Hrs - 6
SE LAND	Months Since - UNK/NR	Make/Model - 5	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 53	Last 90 Days - 227
		Multi-Eng - 4	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI STATED THAT AT THE TIME OF THE ACCIDENT THE PRIVATE PLT, IN PREPARATION FOR HIS COMMERCIAL CERTIFICATE, WAS FLYING A POWER OFF "SPOT LANDING" WITH A DESIRED TOUCHDOWN POINT AT THE SECOND CENTERLINE STRIPE. IN AN EFFORT TO REACH THE LANDING POINT WITH FULL FLAPS EXTENDED, THE AIRPLANE WAS FLARED ABOUT 12 FT AGL AND LANDED ABOUT 8 FT SHORT OF THE RWY. THE ACFT ROLLED OVER THE LIP AT THE END OF THE RWY THRESHOLD AND THE LEFT MAIN GEAR COLLAPSED.



Brief of Accident (Continued)

File No. - 3023

9/20/84

PLAINVIEW, TX

A/C Reg. No. N522MM

Time (Lc1) - 1950 CDT

-----  
Occurrence #1           UNDERSHOOT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - DUAL STUDENT
  2. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)
- 

Occurrence #2           ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RUNWAY
- 

Occurrence #3           MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3038      9/21/84      DALLAS, TX      A/C Reg. No. N5702V      Time (Lcl) - 0230 CDT

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage					
		DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	1	0
				0	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH 95-C55	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/YES
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	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	HOUSTON, TX			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	DALLAS, TX		Runway Ident	- N/A
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- VFR	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- VFR	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 3000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 7	Make/Model - 1100	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 140	Last 90 Days - 230
		Multi-Eng - 1400	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RECEIVED SUBST DAMAGE DURING AN EMERG LANDING AFTER LOSS OF POWER IN BOTH LEFT & RIGHT ENGINES. THE PLT LANDED THE ACFT IN A RIVER BED WITH THE GEAR RETRACTED DURING THE HOURS OF DARKNESS. THE ACFT WAS SERVICED WITH 10 GALS OF 100LL PRIOR TO DEPARTURE AND THE PLT STATED HE HAD ABOUT 64 GALS IN THE ACFT BEFORE LEAVING HOUSTON. HE ALSO STATED THAT THE FUEL GAGES WERE INDICATING APRX ONE-HALF FULL WHEN ENGINE FAILURE OCCURRED. WHEN THE WRECKAGE WAS REMOVED FROM THE RIVER BED A MINIMAL AMOUNT OF FUEL WAS OBSERVED IN THE FUEL TANKS. NO EVIDENCE OF FUEL LEAKAGE FROM THE TANKS WAS OBSERVED.

Brief of Accident (Continued)

File No. - 3038

9/21/84

DALLAS, TX

A/C Reg. No. N5702V

Time (Lcl) - 0230 CDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
  5. 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

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. - 3280      9/26/84      SAN AUGUSTINE, TX      A/C Reg. No. N6399Y      Time (Lcl) - 1328 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

0

Crew

Pass

0

Injuries

Serious

1

Minor

0

None

0

0

-----Aircraft Information-----

Make/Model      - CESSNA T210N  
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      - 310 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- 350/007 KTS

Visibility      - 2.000 SM

Lowest Sky/Clouds      -

Lowest Ceiling      - 500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point-

SPRINGFIELD, MO

Destination

BEAUMONT, TX

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 - IFR

Type of Clearance      - IFR

Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND

Age - 24

Biennial Flight Review

Current      - YES

Months Since      - 10

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 831

Make/Model- 180

Instrument- 138

Multi-Eng - 18

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 69

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT MADE A FORCED LANDING IN A FIELD WHILE ON A IFR FLIGHT AFTER HIS ENGINE FAILED. THE AIRCRAFT LANDED SHORT OF THE SELECTED TOUCHDOWN POINT, IMPACTED TREES AND EXPERIENCED A HARD LANDING. IT THEN CAUGHT FIRE AND BURNED. SUBSEQUENT ENGINE EXAMINATION REVEALED THE CRANKSHAFT SEPARATED DURING FLIGHT DUE TO HIGH CYCLIC METAL FATIGUE CRACKING. THE CRACK ORIGINATED ABOUT 0.044 INCH BELOW THE SURFACE IN THE RADIUS AT THE FORWARD END OF THE NO. 3 MAIN BEARING JOURNAL. THE ORIGIN OF THE FATIGUE CRACK WAS IN AN AREA WHICH WAS FREE OF MICROSTRUCTURAL DEFECTS. THE CRANKSHAFT MET THE ENGINEERING SPECIFICATIONS FOR MATERIAL, HARDNESS, AND NITRIDE THICKNESS.

Brief of Accident (Continued)

File No. - 3280

9/26/84

SAN AUGUSTINE, TX

A/C Reg. No. N6399Y

Time (Lc1) - 1328 CDT

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - SEPARATION
  2. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. OBJECT - TREE(S)
  4. TERRAIN CONDITION - NONE SUITABLE
- 

Occurrence #4            HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. FLARE - MISJUDGED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 3089

9/30/84

ROSENBURG, TX

A/C Reg. No. N2416G

Time (Lcl) - 1736 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-38-112  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 112 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 360/010 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HUNTSVILLE, TX  
Destination  
LAKE JACKSON, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - 4800  
Runway Surface - GRASS/TURF  
Runway Status - DRY  
ROUGH

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 52  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	37	Last 24 Hrs -	4
Make/Model-	37	Last 30 Days-	9	
Instrument-	3	Last 90 Days-	19	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS SUBST DAMAGED DURING A FORCED LANDING FOLLOWING A TOTAL LOSS OF POWER. INVESTIGATION REVEALED THE ACFT WAS ON THE RETURN LEG OF A X-COUNTRY WHEN THE STUDENT PLT BECAME LOST & WHILE SEARCHING FOR AN ARPT RAN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 3089

9/30/84

ROSENBURG, TX

A/C Reg. No. N2416G

Time (Lc1) - 1736 CDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
  3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
  4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
- 

Occurrence #4      GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

7. LANDING GEAR - OVERLOAD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3026      10/05/84      CROWELL, TX      A/C Reg. No. N6263C      Time (Lcl) - 0955 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	0	0	0	1
Type of Operation -BUSINESS	Fire	Crew	0	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201T	Eng Make/Model - LYCOMING TS10-360-F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MIDLAND, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CROWELL, TX	FOARD COUNTY
Wind Dir/Speed- 220/005 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 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		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	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) - NONE

-----Narrative-----

THE PLT STATED THAT HE LOWERED THE LANDING GEAR ON SHORT FINAL AND THAT HE RECEIVED 3 GREEN LIGHTS. DURING THE LANDING ROLL A TOTAL GEAR COLLAPSE WAS EXPERIENCED. A PILOT WITNESS ON THE GROUND STATED THAT THE NOSE GEAR DID NOT APPEAR TO BE EXTENDED WHEN THE ACFT WAS ON FINAL. CAUSE OF THE GEAR COLLAPSE WAS NOT DETERMINED.



Brief of Accident (Continued)

File No. - 3026

10/05/84

CROWELL, TX

A/C Reg. No. N6263C

Time (Lc1) - 0955 CDT

-----  
Occurrence            COMPLETE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - INOPERATIVE
2.    UNDETERMINED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3113      10/07/84      AMARILLO, TX      A/C Reg. No. N8692Y      Time (Lcl) - 0145 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
1  
1

-----Aircraft Information-----

Make/Model      - PIPER PA-30  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3600  
No. of Seats      - 6

Eng Make/Model - LYCOMING IO-320-C1A  
Number Engines - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 160 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- 300/009 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  
GUYMON, OK  
Destination  
AMARILLO, OK

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

TRADEWIND  
Runway Ident      - 17  
Runway Lth/Wid      - 5100/      55  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND, ME LAND

Age - UNK/NR

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total      - 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-----

DURING THE LNDG ROLL, ALL 3 LNDG GEAR COLLAPSED. THE PLT STATED THAT ON SHORT FINAL HE INADVERTANTLY RETRACTED THE GEAR INSTEAD OF THE FLAPS. HE IMMEDIATELY CYCLED IT BACK DOWN BUTTHE GEAR COLLAPSED SHORTLY AFTER TOUCHDOWN.

Brief of Accident (Continued)

File No. - 3113

10/07/84

AMARILLO, TX

A/C Reg. No. N8692Y

Time (Lcl) - 0145 CDT

-----  
Occurrence #1      COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - RUNWAY
- 

-----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. - 3007      10/09/84      LOS FRESNOS, TX      A/C Reg. No. N1794H      Time (Lcl) - 1000 CDT

-----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 - CESSNA 310C  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4850  
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470-D  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 140/020 KTS

Visibility - 5.0 SM

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

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity  
ON AIRPORT

Airport Data

AG-AIR, IMC

Runway Ident - 32

Runway Lth/Wld - 3000 -UNK/NR

Runway Surface - MACADAM

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

HELICOPTER

Age - 45

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7000

Make/Model- 300

Instrument- UNK/NR

Multi-Eng - 1200

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 THAT HE LANDED ON RWY 32 AFTER NOTING VERTICAL RISING SMOKE ABOUT 1/2 MI NORTH OF THE AIRSTIP. HE STATED THAT DURING LANDING HE ENCOUNTERED A 20 TO 25 KT TAILWIND FROM A SMALL LOCAL SQUALL LINE & WAS UNABLE TO STOP THE ACFT. THE ACFT CONTINUED OFF THE END OF THE RWY, CROSSED A DITCH, A ROAD AND ROLLED INTO ANOTHER DITCH.

Brief of Accident (Continued)

File No. - 3007

10/09/84

LOS FRESNOS, TX

A/C Reg. No. N1794H

Time (Lc1) - 1000 CDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Occurrence #3      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) 2,4

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. - 3008      10/15/84      UVALDE, TX      A/C Reg. No. N67172      Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation      -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During      -LANDING			0	0	0
					1
					0

-----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      - 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	LOCAL	GARNER
Wind Dir/Speed- VARIABLE/007 KTS	ATC/Airspace	Runway Ident      - 15
Visibility      - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 5250/ 100
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - ASPHALT
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 - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current      - N/A	Total      - 15
	Months Since      - N/A	Last 24 Hrs      - 1
	Aircraft Type      - N/A	Make/Model- 15
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT THE STUDENT PLT MADE AN INITIAL SOLO TAKEOFF & LANDING. DURING THE SECOND LANDING ATTEMPT HE MADE A GO-AROUND. ON THE FINAL LANDING THE ACFT TOUCHED ON THE WHEELS, BOUNCED/FLOATED, STARTED TO PORPOISE AND COLLAPSED THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 3008

10/15/84

UVALDE, TX

A/C Reg. No. N67172

Time (Lc1) - 1400 CDT

-----  
Occurrence #1           HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
  2. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
  3.       IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - 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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3006 10/16/84 SEMINOLE, TX

A/C Reg. No. N3164Y

Time (Lcl) - 1820 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - AIR TRACTOR INC AT-301

Eng Make/Model - P&W R1340-N1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 315/010 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4510

Make/Model- 1000

Instrument- 46

Multi-Eng - 10

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 500

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHILE ON A LOCAL FLT THE ENGINE "BLEW UP" & HE MADE AN EMERGENCY LANDING. HE STATED THAT THE WINDSHIELD WAS COVERED WITH OIL & HE COULD NOT SEE TO FLARE THE ACFT & LANDED HARD. INSPECTION REVEALED A FAILURE OF THE #4 ROD AT THE MASTER ROD END, P/N 10992.



Brief of Accident (Continued)

File No. - 3006

10/16/84

SEMINOLE, TX

A/C Reg. No. N3164Y

Time (Lcl) - 1820 CDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    MANEUVERING - AERIAL APPLICATION  
1. ENGINE ASSEMBLY, MASTER ROD - FAILURE, TOTAL  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

Occurrence #3        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
-----

Finding(s)  
2. FLUID, OIL - DUMPED  
3. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND  
4. FLARE - INACCURATE - 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) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3031      10/26/84      AMARILLO, TX

A/C Reg. No. N602RD

Time (Lcl) - 2310 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 180  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2550  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-J  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 225 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 220/015 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 400 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
GRUVER, OK  
Destination  
AMARILLO, TX

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
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)  
PRIVATE  
SE LAND

Age - 27  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	Last 24 Hrs
UNK/NR	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-----

LAST RADIO CONTACT WAS A CLEARANCE TO DESCEND TO 5,000 FT MSL TO WHICH THE PLT RESPONDED "TWO ROMEO DELTA." CLOUD TOPS WERE NEAR 5,000 FT MSL. ACFT IMPACTED IN A HIGH SPEED DIVE APRX 10 DEG PAST VERTICLE. PLT RECEIVED COM/INST CERTIFICATE ON 12/14/84 AND THIS IS BELIEVED TO HAVE BEEN HIS FIRST FLT IN ACTUAL IMC.

Brief of Accident (Continued)

File No. - 3031

10/26/84

AMARILLO, TX

A/C Reg. No. N602RD

Time (Lc1) - 2310 CDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

1.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
  2. SPIRAL - INADVERTENT - PILOT IN COMMAND
  3.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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. - 3043      11/01/84      BIG LAKE, TX      A/C Reg. No. N731HF      Time (Lcl) - 1130 CST

-----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	0

-----Aircraft Information-----

Make/Model - CESSNA P210N	Eng Make/Model - CONTINENTAL TS10-520-P	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	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	BIG LAKE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	REAGAN CTY.
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4030/ 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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1048
SE LAND	Months Since - 1	Make/Model- 1048
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

EN ROUTE TO HIS DESTINATION THE PLT WAS ADVISED OF IMC AT THE DESTINATION AND ELECTED TO RETURN TO THE ARPT FROM WHICH HE HAD DEPARTED. THE ACFT COLLIDED WITH THE RWY GEAR UP BECAUSE THE PLT DELAYED GEAR EXTENSION DURING THE LANDING.

Brief of Accident (Continued)

File No. - 3043

11/01/84

BIG LAKE, TX

A/C Reg. No. N731HF

Time (Lc1) - 1130 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING

Occurrence #2 COMPLETE GEAR COLLAPSED  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RUNWAY
3. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
6. 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) 3,6

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. - 3028      11/03/84      MCKINNEY, TX      A/C Reg. No. N5176D      Time (Lcl) - 2015 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -OTHER WORK USE	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182A	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 155/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 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 - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----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	Current - YES	Total - 1182
SE LAND, ME LAND	Months Since - 3	Make/Model- 195
	Aircraft Type - UNK/NR	Instrument- 41
		Multi-Eng - 102
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 305

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED, HE HAD DEPARTED THE AERO COUNTY AIRPORT, MCKINNEY, TX, ON A LOCAL FLT TO DROP SKY DIVERS. HE DROPPED THE SKY DIVERS & WAS RETURNING TO THE ARPT WHEN HE ENCOUNTERED A LOSS OF ENG POWER & MADE A FORCED LANDING. HE STATED THAT HE PULLED ON CARBURETOR HEAT AND WAS MAKING HIS FIRST POWER CHANGE WHEN THE ENG STOPPED WITHOUT WARNING. ACCORDING TO A WITNESS, WHO REMOVED THE ACFT FROM THE FIELD TO THE ARPT, "INSPECTION OF THE ACFT REVEALED NO EVIDENCE OF FUEL STAIN AT FILLER NECK OR ON THE GROUND NEARBY. ACFT APPARENTLY OUT OF FUEL."

Brief of Accident (Continued)

File No. - 3028

11/03/84

MCKINNEY, TX

A/C Reg. No. N5176D

Time (Lc1) - 2015 CST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
  4. TERRAIN CONDITION - WET
  5. TERRAIN CONDITION - CROP
  6. LIGHT CONDITION - NIGHT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3046

11/11/84

AMARILLO, TX

A/C Reg. No. N3376V

Time (Lcl) - 1000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - STANDING

MINOR  
Fire  
NONE

Crew  
Pass  
Other

-----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 - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 250/008 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
QUANAH, TX  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

TRADEWIND  
Runway Ident - 17  
Runway Lth/Wid - 5100/ 55  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 32  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	70	Last 24 Hrs -	2
Make/Model-	70		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	24

Instrument Rating(s) - NONE

-----Narrative-----

THE HOMEBUILT ACFT, N52957, WAS OBSERVED TO LAND HARD, COLLAPSE THE LANDING GEAR & SLIDE INTO N3376V HOLDING SHORT OF THE RWY AT AN INTERSECTING TAXIWAY.



Brief of Accident (Continued)

File No. - 3046

11/11/84

AMARILLO, TX

A/C Reg. No. N3376V

Time (Lcl) - 1000 CST

-----  
Occurrence            MISCELLANEOUS/OTHER  
Phase of Operation    STANDING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
3. REMEDIAL ACTION - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3046

11/11/84

AMARILLO, TX

A/C Reg. No. N51957

Time (Lcl) - 1000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries  
Fatal      Serious      Minor      None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

Crew

0

0

0

1

Pass

0

0

0

0

Other

0

0

0

1

-----Aircraft Information-----

Make/Model - REED BANDIT 1

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 900

No. of Seats - 1

Eng Make/Model - VOLKSWAGEN 1835

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - UNK/NR

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- 250/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CANYON, TX

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

TRADEWIND

Runway Ident - 23

Runway Lth/Wid - 2738/ 56

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1000

Make/Model- 12

Instrument- 50

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE HOMEBUILT ACFT, N51957, WAS OBSERVED TO LAND HARD, COLLAPSE THE LANDING GEAR & SLIDE INTO N3376V HOLDING SHORT OF THE RWY AT AN INTERSECTING TAXIWAY.

Brief of Accident (Continued)

File No. - 3046

11/11/84

AMARILLO, TX

A/C Reg. No. N51957

Time (Lc1) - 1000 CST

-----  
Occurrence #1           HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
- 

Occurrence #2           MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

Occurrence #3           LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

-----

Occurrence #4           ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. OBJECT - AIRCRAFT PARKED
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3311      11/12/84      ABILENE, TX      A/C Reg. No. N95HP      Time (Lcl) - 1452 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
DESTROYED

Fire  
ON GROUND

Crew  
Pass

Fatal  
2  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
0  
0

-----Aircraft Information-----

Make/Model      - DEHAVILLAND DHC-1-22  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2100  
No. of Seats      - 2

Eng Make/Model      - DEHAVILLAND GIPSY MAJOR  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 190/006 KTS

Visibility      - 30.0      SM

Lowest Sky/Clouds      - 25000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

ABILENE, TX

Destination

LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

ELMDALE AIRPARK

Runway Ident      - 17

Runway Lth/Wid      - 2950/      25

Runway Surface      - ASPHALT

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI

SE LAND

Age - 61

Biennial Flight Review

Current      - YES

Months Since      - 23

Aircraft Type - B55

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 5700

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- 30

Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT CRASHED WHILE ATTEMPTING AN INTENTIONAL LOW LEVEL ACROBATIC MANEUVER (LEFT ROLL) OVER THE RWY. WITNESSES STATED THAT THE ACFT MADE A LOW PASS (100-200' AGL) DOWN THE RWY & ENTERED THE ROLL. AT THE INVERTED POSITION, THE NOSE FELL THRU, BUT THE MANEUVER WAS CONTINUED. THE ACFT DISHED OUT AT THE BOTTOM AND IMPACTED IN A WINGS LEVEL, 0 DEG PITCH ATTITUDE WITH HIGH VERTICAL VELOCITY ABOUT 200 YDS RIGHT OF THE RWY. A POST-CRASH FIRE ERUPTED AFTER THE ACFT CAME TO REST. THE PIC (CFI) WAS NOT CLEARED FOR LOW LEVEL ACROBATICS BY THE FAA.

Brief of Accident (Continued)

File No. - 3311

11/12/84

ABILENE, TX

A/C Reg. No. N95HP

Time (Lcl) - 1452 CST

Occurrence #1      ABRUPT MANEUVER  
Phase of Operation      MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
3.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. PROPER ALTITUDE - MISJUDGED - PILOT IN COMMAND
5.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING

Finding(s)

6. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
7.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
8. DESCENT - EXCESSIVE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,8

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. - 3134 11/13/84 CLINT, TX

A/C Reg. No. N9336F

Time (Lcl) - 1623 MST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Fire

Crew

2

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - HUGHES 269B

Eng Make/Model - LYCOMING HIO-360-A1A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1670

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 2

Rated Power - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 260/006 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 50

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - 500

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 8216

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- 1

Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

N9336F, CRASHED WHILE ON A TRAINING FLT. THE CERTIFIED FLT INSTRUCTOR & HIS STUDENT WERE KILLED. INVESTIGATION REVEALED THAT THE MAIN DRIVE SHAFT THRUST BEARING HAD FAILED. A SERVICE BULLETIN DATED 1968 MANDATED REPLACEMENT OF THE BEARING AT 300 HR TIME IN SERVICE INTERVAL.

Brief of Accident (Continued)

File No. - 3134

11/13/84

CLINT, TX

A/C Reg. No. N9336F

Time (Lc1) - 1623 MST

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Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. ROTOR DRIVE SYSTEM, MAIN ROTOR MAST(DRIVE SHAFT) - BINDING(MECHANICAL)
  2. ROTOR RPM - INADEQUATE -
  3. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - COMPANY MAINTENANCE PSNL
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

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----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. - 3005      11/14/84      ABILENE, TX      A/C Reg. No. N231JN      Time (Lc1) - 0821 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - MOONEY 231  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2740  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL TSIO-360-6B1  
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      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 200/017 KTS  
Visibility      - 30.0 SM  
Lowest Sky/Clouds      - 1900 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
OKLAHOMA CITY, OK

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

ABILENE MUNICIPAL  
Runway Ident      - 17L  
Runway Lth/Wid      - 7200  
Runway Surface      - ASPHALT  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND

Age - 63  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 1006	Last 24 Hrs	- 0
Make/Model	- 54	Last 30 Days	- UNK/NR
Instrument	- 5297	Last 90 Days	- 29
Multi-Eng	- 8536	Rotorcraft	- 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, AT ABOUT 15 FT AGL, SIMULTANEOUS WITH GEAR RETRACTION, THE CABIN DOOR POPPED OPEN AND THE NOSE OF THE AIRPLANE "TUCKED." THE PLT ATTEMPTED TO CONTROL THE NOSE ATTITUDE BUT AS THE PROPELLER BEGAN STRIKING THE RUNWAY SURFACE, POWER WAS REDUCED AND THE ACFT SETTLED BACK ONTO THE RUNWAY WITH THE GEAR RETRACTED.



Brief of Accident (Continued)

File No. - 3005

11/14/84

ABILENE, TX

A/C Reg. No. N231JN

Time (Lc1) - 0821 CST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR - OPEN

2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND

3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RUNWAY

-----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. - 3112	11/21/84	WAXAHACHIE, TX	A/C Reg. No. N22PF	Time (Lcl) - 0833 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-DESCENT	NONE	Pass 0	0	0	0

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-----Aircraft Information-----

Make/Model	- BEECH A36	Eng Make/Model	- CONTINENTAL IO-520-BA8	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3650	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- FSS	OFF AIRPORT/STRIP
Method	- TELEPHONE	
Completeness	- WEATHER NOT PERTINENT	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- CALM	- N/A
Visibility	- 4.000 SM	Runway Lth/Wid
Lowest Sky/Clouds	- CLEAR	- N/A
Lowest Ceiling	-	Runway Surface
Obstructions to Vision	- HAZE	- DIRT
Precipitation	- NONE	Runway Status
Condition of Light	- DAYLIGHT	- WET

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-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 551
SE LAND	Months Since - 9	Make/Model - 50
	Aircraft Type - 182RG	Instrument - 7
		Last 24 Hrs - 1
		Last 30 Days - 15
		Last 90 Days - 25

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Instrument Rating(s) - NONE

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-----Narrative-----

THE ACFT WAS SEEN BY WITNESSES IN A DIVE FROM APRX 1000 FT AGL. IT APPEARED TO NOT CHANGE ATTITUDE NOR WAIVER AS IT CONTINUED TOWARD THE GRND. IMPACT WITH THE GRND OCCURRED WITH THE WINGS LEVEL IN APRX 15 DEG DIVE ON A HDG OF 118 DEGREES. A MARK ON THE A/S INDICATOR INDICATED 194 KTS IAS AT IMPACT. INVEST AFTER THE ACCIDENT REVEALED NO FAILURE OR MALFUNCTION IN EQUIP EXCEPT DIFFICULTIES IN USING ALT MODE OF THE AUTO-PLT. THIS EQUIP WAS NOTED AS UNRELIABLE AND NOT TO BE USED. THRU INTERVIEWS IT WAS DETERMINED THAT THE PLT HAD INJURED HIS LEG 5 DAYS BEFORE THE ACCIDENT WHILE DEPLANING IN OZONA, TX. THE RT SHIN LACERATION WAS ABOUT 3 INCHES LONG REQUIRING SEVERAL SUTURES FOR CLOSING. DURING AUTOPSY THE WOUND WAS FOUND OPEN AND BLOODY BANDAGES FOUND IN THE PLANE WRECKAGE SUGGESTS THAT THE WOUND HAD REOPENED IN FLT. THE ONLY OTHER SIGNIFICANT FINDINGS OF THE AUTOPSY WAS THE ABSENCE OF BROKEN BONES IN THE HANDS & WRISTS. IN DISCUSSIONS WITH THE PLTS WIFE SHE SAID THAT SHE OBSERVED THE BANDAGED AREA BEFORE THE FLT AS BEING CLEAN & NOT BLOODY.

Brief of Accident (Continued)

File No. - 3112

11/21/84

WAXAHACHIE, TX

A/C Reg. No. N22PF

Time (Lc1) - 0833 CST

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

1. DESCENT - NOT CORRECTED - PILOT IN COMMAND
  2. AUTOPILOT/FLIGHT DIRECTOR, TRANSMITTER(AUTOPILOT) - IMPROPER
  3. PULL-UP - NOT PERFORMED - PILOT IN COMMAND
  4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  6. TERRAIN CONDITION - OPEN FIELD
  7.        INCAPACITATION(OTHER ORGANIC PROBLEM) - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3041      11/26/84      SANDERSON, TX      A/C Reg. No. N52811      Time (Lcl) - 1215 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	1	0
Accident Occurred During	-DESCENT		0	0	1	0

-----Aircraft Information-----

Make/Model	- CESSNA 182P	Eng Make/Model	- CONTINENTAL O-470-R-25A	ELT Installed/Activated	- YES/YES
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-----

<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- 250/025 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 SANDERSON, TX</p> <p>Destination SAN ANGELO, TX</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 OFF AIRPORT/STRIP</p> <p>Airport Data LONGFELLOW RANCH</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 200</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY ROUGH</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 21</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 7978</p> <p>Make/Model- UNK/NR</p> <p>Instrument- 125</p> <p>Multi-Eng - 498</p> <p>Last 24 Hrs - 7</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 431</p> <p>Rotorcraft - 7113</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DUE TO GRASS AND MUD ON PORTIONS OF THE 3,600 FT LONG TURF STRIP THE PILOT ATTEMPTED THE TAKEOFF ON THE LAST 700 TO 800 FT OF THE RWY. THE PILOT ROTATED AT THE STRIPS END TO AVOID COLLIDING WITH A FENCE BUT WAS UNABLE TO MAINTAIN THE CLIMB. IN THE AREA OF UNIMPROVED TERRAIN BEYOND THE FENCE THE AIRPLANE COLLIDED WITH THE GROUND, HIT A CONCRETE WATER TROUGH, AND CAME TO REST NOSE DOWN WITH ALL 3 LDG GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 3041

11/26/84

SANDERSON, TX

A/C Reg. No. N52811

Time (Lcl) - 1215 CST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      OTHER

Finding(s)

5. OBJECT - BUILDING(NONRESIDENTIAL)

Occurrence #4      COMPLETE GEAR COLLAPSED  
Phase of Operation      OTHER

Occurrence #5      NOSE DOWN  
Phase of Operation      OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3036

12/01/84

CISCO, TX

A/C Reg. No. N5563G

Time (Lcl) - 1705 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL OBSERVATION

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 - CESSNA 150

Eng Make/Model - CONTINENTAL O-200-A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 315/018 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

RANGER, TX

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

SNOW - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Age - 32

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - UNK/NR

Total - 280

Last 24 Hrs - 2

SE LAND

Months Since - UNK/NR

Make/Model- 280

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MANEUVERING IN THE BOTTOM OF A CANYON SEARCHING FOR A LOST CHILD A TOTAL LOSS OF POWER WAS EXPERIENCED. DURING THE FORCED LANDING THE ACFT COLLIDED WITH TREES AND THE GROUND COMING TO REST INVERTED AFTER NOSING OVER IN THE UNIMPROVED TERRAIN. ACCORDING TO THE PLT THE ACFT HAD BEEN STANDING FOR SEVERAL DAYS WITH LESS THAN FULL FUEL TANKS. DUE TO PRESSURE TO INITIATE THE AERIAL SEARCH HE DID NOT CHECK FOR WATER IN THE FUEL. THERE WERE NO REPORTED MECH MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 3036

12/01/84

CISCO,TX

A/C Reg. No. N5563G

Time (Lc1) - 1705 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
4. FLUID,FUEL - WATER

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - TREE(S)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - GROUND

Occurrence #5      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) 1,4

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. - 3025      12/01/84      ROBERT LEE, TX      A/C Reg. No. N112SK      Time (Lc1) - 1910 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries	
Type of Operation - FERRY	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
					1

-----Aircraft Information-----

Make/Model - MITSUBISHI MU-2B-35	Eng Make/Model - GARRETT TPE-331-6251M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8930	Engine Type - TURBOPROP	
No. of Seats - 11	Rated Power - 724 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point CLOVIS, NM	
Method - N/A	Destination	Airport Data
Completeness - N/A	ROBERT LEE, TX	ROBERT LEE
Basic Weather - VMC	ATC/Airspace	Runway Ident - 36
Wind Dir/Speed- 190/006 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 4450/ 50
Visibility - 30.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling -		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 20182
SE LAND, ME LAND	Months Since - 3	Make/Model- 8500
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 2921
		Multi-Eng - 11589
		Last 24 Hrs - 1
		Last 30 Days- 0
		Last 90 Days- 0
		Rotorcraft - 943

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON FERRY FLT WITH A PLANNED STOP AT ROBERT LEE ARPT. PRIOR TO TOUCHDOWN, DURING THE FLARE, THE PLT SAW 3 OR 4 DEER IN THE MIDDLE OF THE RUNWAY. HE BANKED TO THE LEFT AND PRIOR TO ADDING POWER TO GO-AROUND, THE ACFT SETTLED TO THE GROUND NEXT TO THE RWY. DURING THE LANDING ROLL ALL THREE LANDING GEAR COLLAPSED. THE STAT ARPT DIRECTORY WARNS TO WATCH FOR DEER ON THE RWY AT THIS UNATTENDED AND UNLIGHTED ARPT. THE ACCIDENT OCCURRED AFTER DARK.



Brief of Accident (Continued)

File No. - 3025

12/01/84

ROBERT LEE, TX

A/C Reg. No. N112SK

Time (Lc1) - 1910 CST

Occurrence #1      ABRUPT MANEUVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
1. LIGHT CONDITION - NIGHT  
2. OBJECT - ANIMAL(S)

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)  
\* 3. TERRAIN CONDITION - ROUGH/UNEVEN  
4. CLIMB - NOT ATTAINED - PILOT IN COMMAND  
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #3      COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)  
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) 1,3,4,6

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. - 3116

12/03/84

HOUSTON, TX

A/C Reg. No. N6114Q

Time (Lcl) - 1215 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - INSTRUCTIONAL

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-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 108 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 060/010 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

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

SOUTHWEST AIRP.

Runway Ident - 10

Runway Lth/Wid - 5000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 46

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 34

Make/Model- 33

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TOUCHDOWN ON A FULL STOP LANDING DIRECTIONAL CONTROL WAS LOST AND THE ACFT WENT OFF THE LEFT SIDE OF THE 5,000 X 100 FT RWY. THE AIRCRAFT COLLIDED WITH AND CAME TO REST IN A DITCH ON THE NORTH SIDE OF THE RUNWAY. WINDS WERE NORTHEASTERLY AT 10 KTS. ACCORDING TO THE PILOT, TWO FULL STOP LANDINGS HAD BEEN ACCOMPLISHED. DURING THE ROLL OUT OF BOTH LANDINGS A SLIGHT NOSEWHEEL SHIMMY WAS REPORTEDLY EXPERIENCED BY THE SOLO STUDENT PILOT. AFTER THE THIRD LDG THE PILOT STATED THAT A VIOLENT UNCONTROLLABLE LEFT TURN OCCURRED CAUSING THE LOSS OF DIRECTIONAL CONTROL.

Brief of Accident (Continued)

File No. - 3116

12/03/84

HOUSTON, TX

A/C Reg. No. N6114Q

Time (Lcl) - 1215 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 EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
- 

Occurrence #2      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)

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3115      12/03/84      BROWNSVILLE, TX      A/C Reg. No. N2406G      Time (Lc1) - 1505 CST

-----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 1	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 182B	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MCALLEN, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 340/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM.	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 1100 FT OVERCAST	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND	Months Since - 10	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) - AIRPLANE

-----Narrative-----

THE ACFT HIT THE STABILIZATION WIRES ON A 300 FT FM RADIO TRANSMISSION TOWER FOLLOWED BY A COLLISION WITH POWER-LINES. INVESTIGATION REVEALED THE PLT & PASSG WERE ENROUTE TO THE BROWNSVILLE, TX, AIRPORT TO FLY A DC-3 CARGO ACFT TO MEXICO. AT 1453 CST, N2405G, CALLED BROWNSVILLE TOWER FROM 12 MILES WEST INBOUND, REQUESTING WX INFORMATION. N2406G ACKNOWLEDGED FLYING IN IFR WX CONDITIONS AT THIS TIME. THE TOWER REQUESTED THE PLT'S INTENTIONS & INFORMED HIM THAT IF AN IFR CLEARANCE WAS REQUESTED N2406G WAS ADVISED TO CONTACT APPROACH CONTROL ON FREQUENCY 119.5. THERE WERE NO FURTHER COMMUNICATIONS WITH THE ACFT.

Brief of Accident (Continued)

File No. - 3115

12/03/84

BROWNSVILLE, TX

A/C Reg. No. N2406G

Time (Lc1) - 1505 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - RAIN
4. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation CRUISE - NORMAL

Finding(s)

6. OBJECT - GUY WIRE
7. OBJECT - WIRE, TRANSMISSION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3117      12/04/84      LUBBOCK, TX      A/C Reg. No. N4864A      Time (Lcl) - 1257 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	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA T310R	Eng Make/Model - CONTINENTAL TS10-520-BB	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 - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point MIDLAND, TX	
Method - TELEPHONE	Destination LUBBOCK, TX	Airport Data INTERNATIONAL
Completeness - FULL	ATC/Airspace	Runway Ident - 35
Basic Weather - IMC	Type of Flight Plan - IFR	Runway Lth/Wid - 11500/ 150
Wind Dir/Speed- 080/015 KTS	Type of Clearance - IFR	Runway Surface - ASPHALT
Visibility - UNK/NR	Type Apch/Lndg - FULL STOP	Runway Status - WET
Lowest Sky/Clouds - PART OBS		
Lowest Ceiling - 400 FT BROKEN		
Obstructions to Vision- FOG		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3187
SE LAND,ME LAND	Months Since - 3	Make/Model- 801
	Aircraft Type - UNK/NR	Instrument- 254
		Multi-Eng - 1127
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 82

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT ICING CONDITIONS WERE ENCOUNTERED DURING THE ASR APCH. DEICING EQUIPMENT WAS UTILIZED SEVERAL TIMES DURING THE APCH AND WORKED NORMALLY. THE ACFT BROKE OUT AT 400 FT AGL. ICE ACCUMULATION ON THE WINGS RESULTED IN AN EXCESSIVE RATE OF DESCENT CAUSING A HARD LANDING AND LOSS OF DIRECTIONAL CONTROL ON THE GROUND. THE ACFT COLLIDED OUT OF CONTROL INTO A CONCRETE WALL. ACCORDING TO THE PILOT HE WAS FLYING THE ACFT FROM THE RIGHT SEAT. THE RIGHT SIDE OF THE WINDSHIELD IS NOT DEICED. THEREFORE, THE FORWARD VISIBILITY OF THE PLT WAS IMPAIRED BY AN ACCUMULATION OF ICE. THE LEFT SEAT WAS OCCUPIED BY A RATED PRIVATE PILOT REPORTED TO BE A PASSENGER.

Brief of Accident (Continued)

File No. - 3117

12/04/84

LUBBOCK, TX

A/C Reg. No. N4864A

Time (Lc1) - 1257 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. WEATHER CONDITION - CROSSWIND
3. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INADEQUATE - PILOT IN COMMAND

Occurrence #2 HARD LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
6. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - ROLL

Occurrence #4 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - BUILDING(NONRESIDENTIAL)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3027      12/14/84      ODESSA, TX      A/C Reg. No. N69477      Time (Lcl) - 1314 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier -AIR TRANSPORT INC.	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -LANDING					1

-----Aircraft Information-----

Make/Model - CESSNA 340	Eng Make/Model - CONTINENTAL TSIO-520-K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5975	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	EL PASO, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ODESSA, TX	SCHLEMEYER
Wind Dir/Speed- 030/012 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 1.250 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 60
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - WET
Obstructions to Vision- HAZE		
Precipitation - FREEZING RAIN		
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)
ATP	Current - YES	Total - 11476
SE LAND, ME LAND, SE SEA	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 12396
		Last 30 Days- UNK/NR
		Instrument- 2175
		Last 90 Days- 155
		Multi-Eng - 9646

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN EXPERIENCED PROFESSIONAL PILOT ENCOUNTERED FORECAST ICING CONDITIONS ON APPROACH THAT OBSCURRED FORWARD VISIBILITY. ON GO-AROUND, ANTI-ICING EQUIPMENT CLEARED SMALL AREA OF WINDSHIELD, PILOT DECIDED TO LAND. HE FAILED TO MAINTAIN SUFFICIENT AIRSPEED TO COMPENSATE FOR ICE ON WINGS & STALLED IN THE LANDING FLARE FROM AND ALT OF APRX 15' AGL. THE HARD LANDING RESULTED IN STRUCTURAL DAMAGE.



Brief of Accident (Continued)

File No. - 3027

12/14/84

ODESSA, TX

A/C Reg. No. N69477

Time (Lc1) - 1314 CST

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. WING - ICE

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. ANTI-ICE/DE-ICE SYSTEM, WINDSHIELD - INADEQUATE
3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3034      12/14/84      TEMPLE, TX      A/C Reg. No. N5901F      Time (Lcl) - 1000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	0	1	0	0	
Flight Conducted Under -14 CFR 91	NONE	0	0	2	0	
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - CESSNA 210G	Eng Make/Model - CONTINENTAL IO-520-A	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 - 4	Rated Power - 280 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ARLINGTON, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CORPUS CHRISTI, TX	
Wind Dir/Speed- 010/020 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 300 FT	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1465
SE LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 1
		Instrument- 119
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE FLT IN IMC, PLT REPORTED LOW OIL PRESSURE TO ATC AND DECLARED AN EMERGENCY. APRX 4 MINS LATER AN ENGINE FAILURE WAS EXPERIENCED. PLT STATED HE BROKE OUT OF THE OVERCAST AT APRX 250 FT AGL AND THE ACFT IMPACTED A POWER LINE DURING THE ATTEMPTED LANDING IN AN OPEN FIELD. ENGINE EXAMINATION DISCLOSED THAT THE #2 MAIN BEARING HAD SPUN IN THE BEARING SUPPORT WHICH INITIATED THE FAILURE OF THE RODS AND CRANKSHAFT.

Brief of Accident (Continued)

File No. - 3034

12/14/84

TEMPLE, TX

A/C Reg. No. N5901F

Time (Lc1) - 1000 CST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE

Finding(s)

1. ENGINE ASSEMBLY, BEARING - LOOSE
2. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL
3. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. WEATHER CONDITION - LOW CEILING

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

5. OBJECT - WIRE, STATIC
6. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3158      12/17/84      MIDLOTHIAN, TX      A/C Reg. No. N7460N      Time (Lcl) - 1848 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation      -FERRY  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

		Injuries			
		Fatal	Serious	Minor	None
		1	0	0	0
		0	0	0	0

-----Aircraft Information-----

Make/Model      - BEECH V35A  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL IO-520-BA  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - IMC  
Wind Dir/Speed- 110/005 KTS  
Visibility      - 1.750 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 300 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - RAIN  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
DALLAS, TX  
Destination  
CORPUS CHRISTI, TX

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg -

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 24  
Biennial Flight Review  
Current      - YES  
Months Since      - UNK/NR  
Aircraft Type      - V35A

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) - AIRPLANE

-----Narrative-----

N7460N, OPERATING AS MID-AMERICA FLT 401, CRASHED WHILE ON AN IFR FLT PLAN ENROUTE TO CORPUS CHRISTI, TX. AFTER HAVING BEEN VECTORED AROUND A HEAVY THUNDERSTORM & CLEARED DIRECT TO WACO, TX. THE PLT CONTACTED FORT WORTH CENTER & STATED THAT HE HAD "LOST MY ARTIFICIAL HORIZON & MY DIRECTIONAL GYRO." AFTER ASKING THE PLT IF THE ACFT HAD A COMPASS & RECEIVING AN AFFIRMATIVE REPLY THE ACFT WAS INSTRUCTED TO TURN TO A 010 HEADING. SHORTLY AFTER, THE RADAR TARGET WAS LOST. INVESTIGATION REVEALED THAT THE PLT HAD BEEN EMPLOYED BY MID-AMERICA FOR APPROX 3 WKS AS A NIGHT REFUELER. ON THE DATE OF THE ACC THE PLT WAS REPORTEDLY GIVEN A 1.2 HR PART 135 CHECK RIDE BY THE COMPANY ASST CHIEF PLT. THE VACUUM PUMP DRIVE WAS FOUND SHEARED WITH THE SHEARED ENDS POLISHED, INDICATING THAT THE DRIVING END WAS STILL ROTATING AFTER SHAFT SEPARATION. ONE VACUUM DRIVEN GYRO WAS FOUND SHOWING NO EVIDENCE OF ROTATION AT IMPACT. THE GYRO FROM THE ELECTRICALLY POWERED TURN & BANK SHOWED NO SIGNS OF ROTATION AT IMPACT.

Brief of Accident (Continued)

File No. - 3158

12/17/84

MIDLOTHIAN, TX

A/C Reg. No. N7460N

Time (Lc1) - 1848 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT/NAV INSTRUMENTS, TURN AND BANK - INOPERATIVE
2. FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR - INOPERATIVE
3. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - INOPERATIVE
4. VACUUM SYSTEM - INOPERATIVE
5. ENGINE ACCESSORIES, VACUUM PUMP - FAILURE, TOTAL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE - NORMAL

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. WEATHER CONDITION - LOW CEILING
8. WEATHER CONDITION - FOG
9. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3118      12/17/84      VANCOURT, TX      A/C Reg. No. N6865D      Time (Lcl) - 0103 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	1
Flight Conducted Under -14 CFR 91	NONE	Pass	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 - 7450	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MCGREGOR, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAN ANGELO, TX	Runway Ident - 06
Wind Dir/Speed- 030/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Status - DRY
Lowest Ceiling - 400 FT BROKEN	Type Apch/Lndg - NONE	SNOW - 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 - 6559
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 211
		Last 30 Days- UNK/NR
		Instrument- 810
		Last 90 Days- 79
		Multi-Eng - 3782

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A COMPLETE WX BRF THE PLT DEPARTED INTO KNOWN IFR COND WELL BELOW APCH MIN AT THE DEST ARPT WITH INADEQUATE FUEL RESERVES AND NO FIELD ALTERNATE. AFTER 2 MISSED APCHS THE PLTS DESIRED ALTERNATE WAS BELOW MINIMUMS. EN ROUTE TO A SECOND ALTERNATE AIRPORT A DOUBLE ENG PWR LOSS DUE TO FUEL EXHAUSTION WAS EXPERIENCED. A GEAR UP FORCED LANDING TO A HIGHWAY WAS PERFORMED AFTER ATC PERSONNEL ASSISTED THE PLT IN ESTABLISHING VISUAL CONTACT WITH THE GROUND.

Brief of Accident (Continued)

File No. - 3118

12/17/84

VANCOURT, TX

A/C Reg. No. N6865D

Time (Lc1) - 0103 CST

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND
  4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
  5. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

6. FLUID, FUEL - EXHAUSTION
  7. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
  8. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
- 

Occurrence #3        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

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) 2,3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3040      12/20/84      WACO, TX      A/C Reg. No. N95TC      Time (Lcl) - 1638 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -CHECK RIDE	Fire	Crew 1	2	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - GATES LEAR JET 35	Eng Make/Model - GARRETT TFE-731-22B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 17000	Engine Type - TURBOJET	
No. of Seats - 10	Rated Power - 3500 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point WACO, TX	Airport Data
Method - N/A	Destination DALLAS, TX	MADISON COPPER
Completeness - N/A	ATC/Airspace	Runway Ident - 19
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 6597/ 150
Wind Dir/Speed- 180/012 KTS	Type of Clearance - VFR	Runway Surface - CONCRETE
Visibility - 12.0 SM	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Sky/Clouds - 3500 FT SCATTERED		
Lowest Ceiling - 25000 FT OVERCAST		
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)
COMMERCIAL, ATP	Current - YES	Total - 2454
SE LAND, ME LAND	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 387
		Instrument- 115
		Last 30 Days- UNK/NR
		Last 90 Days- 62
		Multi-Eng - 2154

Instrument Rating(s) - AIRPLANE

-----Narrative-----

NO EVIDENCE OF PREIMPACT MECHANICAL FAILURE OR MALFUNCTION WAS NOTED DURING WRECKAGE EXAMINATION. THE FAA OPERATIONS INSPECTOR WHO WAS ON BOARD AT THE TIME OF THE ACCIDENT STATED THERE WERE NO AIRCRAFT PROBLEMS INVOLVED. THE PIC, WHO WAS IN THE PROCESS OF TAKING HER TYPE RATING CHECK RIDE IN THE AIRCRAFT, FAILED TO MAINTAIN DIRECTIONAL CONTROL DURING A SIMULATED ENGINE FAILURE AFTER REACHING V1 SPEED DURING THE TAKEOFF RUN. THE TOTAL FLIGHT EXPERIENCE FOR THE PIC WAS 2454 HOURS, MOST OF WHICH WAS ACQUIRED IN MULTIENGINE AIRCRAFT, WITH 387 HOURS BEING IN THE MAKE AND MODEL AIRCRAFT INVOLVED IN THE ACCIDENT. ALL LISTED EXPERIENCE IN THIS MAKE AND MODEL WAS OBTAINED AS SECOND-IN-COMMAND.



Brief of Accident (Continued)

File No. - 3040

12/20/84

WACO, TX

A/C Reg. No. N95TC

Time (Lc1) - 1638 CST

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - CHECK PILOT
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

4. EMERGENCY PROCEDURE - SIMULATED - CHECK PILOT
  5. ROTATION - EXCESSIVE - PILOT IN COMMAND
- 

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

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-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3119      12/21/84      SAN ANTONIO, TX      A/C Reg. No. N48252      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  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
1      1  
1      0

None  
0  
0

-----Aircraft Information-----

Make/Model      - FAIRCHILD M-62A  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2800  
No. of Seats      - 2

Eng Make/Model      - RANGER 6-440-C2  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 175 HP

ELT Installed/Activated - YES-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- 130/007 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 12000 FT SCATTERED  
Lowest Ceiling      - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAN ANTONIO, TX  
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      - 06  
Runway Lth/Wid      - N/A  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 53  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 531  
Make/Model- 55  
Instrument- 33  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

A TOTAL PWR LOSS WAS EXPERIENCED WHILE MANUEVERING OVER AN AIRPORT AT ABOUT 250 FT AGL. THE ACFT COLLIDED WITH ROUGH TERRAIN DURING THE FORCED LANDING. VISUAL INSPECTION OF THE ACFT FUEL SYSTEM INDICATED THAT THE PWR LOSS WAS DUE TO FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 3119

12/21/84

SAN ANTONIO, TX

A/C Reg. No. N48252

Time (Lc1) - 1730 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3120      12/24/84      SAN ANTONIO, TX      A/C Reg. No. N4826J      Time (Lcl) - 1520 CST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-K.E. COHLMIA	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	1	
Accident Occurred During	-LANDING			0	0	0	0	

-----Aircraft Information-----

Make/Model	- BEECH 95-C55	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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DALLAS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAN ANTONIO, TX	SAN ANTONIO INTERNATIONAL
Wind Dir/Speed - 150/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2600 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2600 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	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) - AIRPLANE

-----Narrative-----

THE PLT ATTEMPTED TO EXTEND THE LANDING GEAR BUT FAILED TO COMPLETE THE LANDING CHECKLIST BY INSURING THAT THE GEAR WERE DOWN AND LOCKED. THE ACFT LANDED GEAR UP CAUSING A SMALL POST CRASH FIRE. THE PLT HAD BEEN REQUESTED TO KEEP HIS SPEED UP DURING THE APCH. HE DID NOT HEAR A GEAR WARNING HORN. ALL 3 LANDING GEAR CRANKED DOWN AFTER RECOVERY OF THE WRECKAGE.

Brief of Accident (Continued)

File No. - 3120

12/24/84

SAN ANTONIO, TX

A/C Reg. No. N4826J

Time (Lcl) - 1520 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - INITIATED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
4. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 FIRE  
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3283      12/25/84      MARBLE FALLS, TX      A/C Reg. No. N441CM      Time (Lc1) - 2020 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage								
	DESTROYED	Fatal	1	Serious	0	Minor	0	None	0
Type of Operation -BUSINESS	Fire	Crew	0	0	0	0	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0	0	0	0	0
Accident Occurred During -MANEUVERING									

-----Aircraft Information-----

Make/Model - CESSNA 441	Eng Make/Model - AIRESEARCH TPE3318401S	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9850	Engine Type - TURBOPROP	
No. of Seats - 8	Rated Power - 715 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ASPEN, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	MARBLE FALLS
Wind Dir/Speed- 360/009 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6000/ 100
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - ADF/NDB	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 9165	Last 24 Hrs - 6
SE LAND, ME LAND, SE SEA	Months Since - 24	Make/Model - 608	Last 30 Days - 10
	Aircraft Type - SA-26AT	Instrument - 136	Last 90 Days - 50
		Multi-Eng - 6134	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED APRX 1.5 MILES SOUTH OF THE DEPARTURE END OF RWY 17 DURING AN ATTEMPTED RWY 17 NDB APCH. THE ACFT WAS CLEARED FOR THE APCH AT 2012 CST AND THE PLT CANCELED IFR REPORTING THE ARPT IN SIGHT AT 2014. A WITNESS LOCATED APRX 1 MILE SOUTH OF THE ARPT REPORTED SEEING THE ACFT LIGHTS THROUGH THE CLOUDS, MIST AND FOG AS IT WAS TRAVELING SOUTH-SOUTHEAST. THE ACFT IMPACTED THE GROUND ON A HEADING OF 035 DEGS IN A 10 TO 15 DEG LEFT BANK. RADAR DATA INDICATES THE ACFT WAS APRX 8 MILES FROM THE ARPT WHEN IFR WAS CANCELED. WITNESSES STATED VISIBILITY IN THE AREA WAS ABOUT 1/8 OF A MILE DURING THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3283

12/25/84

MARBLE FALLS, TX

A/C Reg. No. N441CM

Time (Lc1) - 2020 CST

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. WEATHER CONDITION - FOG
  3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  4. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  5. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
  6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3044      12/25/84      BRACKETTVILLE, TX      A/C Reg. No. N6578Y      Time (Lcl) - 2000 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

Crew  
Pass

Fatal  
1  
2

Injuries  
Serious      0  
0

Minor  
0  
2

None  
0  
0

-----Aircraft Information-----

Make/Model    - CESSNA T210N  
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    - 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   - IMC

Wind Dir/Speed- 340/003 KTS

Visibility      - 5.0    SM

Lowest Sky/Clouds - 400 FT SCATTERED

Lowest Ceiling   - 700 FT BROKEN

Obstructions to Vision- NONE

Precipitation    - RAIN

Condition of Light   - NIGHT(DARK)

Itinerary

Last Departure Point

HOUSTON, TX

Destination

BRACKETTVILLE, TX

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 - IFR

Type of Clearance   - NONE

Type Apch/Lndg    - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 52

Biennial Flight Review

Current        - YES

Months Since   - 1

Aircraft Type   - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total        - 1801

Make/Model- 1801

Instrument- 99

Last 24 Hrs - 4

Last 30 Days- 7

Last 90 Days- 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD FILED AN INSTRUMENT FLT PLAN FROM HOW TO DHT AND HAD RECEIVED A WX BRIEFING FOR THE ROUTE. THE FLT PROCEEDED TO DHT WHERE RADAR CONTACT WAS LOST AND THE ACFT WAS CLEARED FOR AN APCH. THE PLT CANCELED IFR. THE PLT THEN PROCEEDED TO BRACKETTVILLE, TX, WHERE THE ACFT CONTACTED TREES AND THE TERRAIN. WITNESSES CONFIRMED VISIBILITY WAS RESTRICTED DO THE LOW CEILING, FOG AND LIGHT CONDITION. BRACKETTVILLE ARPT IS UNLIGHTED AND HAS NO APPROVED IFR APCH. THE PLT HAD LIMITED TIME TO COMPLETE A COMMERCIAL PROJECT FOR THE USAF.



Brief of Accident (Continued)

File No. - 3044

12/25/84

BRACKETTVILLE, TX

A/C Reg. No. N6578Y

Time (Lc1) - 2000 CST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. WEATHER CONDITION - RAIN
  3. WEATHER CONDITION - DARK NIGHT
  4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING

Finding(s)

5. OBJECT - TREE(S)
  6. VISUAL LOOKOUT - IMPROPER - PILOT IN COMMAND
  7. LOW PASS - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3131      12/26/84      SAN ANTONIO, TX      A/C Reg. No. N5681K      Time (Lcl) - 1705 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	3	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - MOONEY M20J  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A3B6D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS  
Method - TELEPHONE  
Completeness - PARTIAL, LMTD BY PILOT  
Basic Weather - IMC  
Wind Dir/Speed - 050/006 KTS  
Visibility - .500 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 200 FT OBSCURED  
Obstructions to Vision - FOG  
Precipitation - DRIZZLE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LAPORTE, TX

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 - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - M20J

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model - UNK/NR

Instrument - UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days - UNK/NR

Last 90 Days - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PLT OBTAINED A WX BRIEFING & FILED AN IFR FLT PLAN ALTHOUGH POOR WX CONDITIONS EXISTED (200 FT CEILING & ONE-HALF MI VISIBILITY) AT SAN ANTONIO. THE TOWER INSTRUCTIONS TO N5681K WERE TO FLY RWY HEADING (120 DEG) AFTER DEPARTURE, HOWEVER, WHEN THE ACFT MADE A LEFT TURN AFTER TAKEOFF, THE ACFT WAS INSTRUCTED TO TURN RT TO A HEADING OF 180 DEG. THE PLT ACKNOWLEDGED THE HEADING CHANGE BUT DID NOT COMPLY WITH THE INSTRUCTIONS. THIS WAS THE LAST CONTACT WITH THE PLT. DURING THE INVESTIGATION A COMPUTER-GENERATED GROUND TRACK REVEALED A LEFT TURN OF 495 DEG, FOLLOWED BY RT TURN OF 45 DEG WHICH WAS HELD FOR ABOUT ONE-HALF MIN & THEN ANOTHER RT TURN OF ABOUT 50 DEG BEFORE DISAPPEARING FROM RADAR.

Brief of Accident (Continued)

File No. - 3131

12/26/84

SAN ANTONIO, TX

A/C Reg. No. N5681K

Time (Lc1) - 1705 CST

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
  3. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3143      12/29/84      GALVESTON, TX      A/C Reg. No. N2823Q      Time (Lcl) - 2036 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Fire	1	0	0	0
Crew				
Pass	2	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - CESSNA 172L  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O320-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 - NWS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 130/010 KTS  
Visibility - .500 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 100 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
GALVESTON, TX  
Destination  
HOUSTON, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

SCHOLES  
Runway Ident - 13  
Runway Lth/Wid - 6000/ 150  
Runway Surface - ASPHALT  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 43  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - UNK/NR  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A RECENTLY CERTIFICATED PRIVATE PILOT WITH NO KNOWN INSTRUMENT TRAINING WAS GIVEN A "VFR NOT RECOMMENDED" WEATHER BRIEFING FOR A RETURN TRIP ON A PLEASURE FLIGHT. WEATHER CONDITIONS WERE PREDICTED TO, AND DID, DETERIORATE RAPIDLY. HE TOOK OFF AND TURNED ON COURSE, ENCOUNTERED IMC AND LOST CONTROL OF THE AIRCRAFT BEFORE LEAVING THE AIRPORT BOUNDARY. THE AIRCRAFT IMPACTED THE GROUND IN A STEEP INVERTED DIVE.

Brief of Accident (Continued)

File No. - 3143

12/29/84

GALVESTON, TX

A/C Reg. No. N2823Q

Time (Lc1) - 2036 CST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

4. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
  5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3178      9/17/84      GLEN CANYON,UT      A/C Reg. No. N1939M      Time (Lcl) - 2030 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	1	0	0	0
Flight Conducted Under	-14 CFR 91	0	0	0	0
Accident Occurred During	-CRUISE				

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -CRUISE

Crew  
Pass

-----Aircraft Information-----

Make/Model      - CESSNA 182P  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2950  
No. of Seats      - 4

Eng Make/Model - TELEDYNE-CONT O-470-S  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 265 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- 090/005 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 6000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
ST GEORGE,UT  
Destination  
FARMINGTON,NM

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 67

Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - 182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 49884
Make/Model-	484
Instrument-	47
Multi-Eng -	2500
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	1
Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO THE 10388 FT HIGH NAVAHO MOUNTAIN AT ABOUT THE 9800 FT LEVEL. REPORTEDLY THERE WAS NO MOON THAT EVENING. THE PLT HAD DEPARTED HAYWARD, CA AT 1351 MDT & WAS ENROUTE TO FARMINGTON, NM. THE ACFT CRASHED AT 2027 MDT. INVESTIGATION REVEALED THE 67 YR OLD PILOT WAS SAID TO BE OVERWEIGHT, A HEAVY SMOKER, WAS UNDER GREAT PRESSURE, EASILY BECAME UPSET & HAD NEVER FLOWN THIS ROUTE BEFORE. THE FORMER WWII BOMBER PLT ALSO HAD LIMITED NIGHT & INSTRUMENT EXPERIENCE. THE PLT SEEMED CONFUSED DURING RADIO COMMUNICATIONS. THERE WERE SCATTERED & ISOLATED THUNDERSTORMS IN THE AREA.

Brief of Accident (Continued)

File No. - 3178

9/17/84

GLEN CANYON,UT

A/C Reg. No. N1939M

Time (Lc1) - 2030 MST

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. ALTITUDE - IMPROPER - PILOT IN COMMAND
  3. IMPROPER DECISION, FATIGUE(CHRONIC) - PILOT IN COMMAND
  4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  5. IMPROPER DECISION, FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND
  6. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
  7. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  8. IMPROPER DECISION, INATTENTIVE - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3223      9/25/84      MEXICAN HAT,UT      A/C Reg. No. N75870      Time (Lcl) - 1230 MDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-AIR NEVADA	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	2	
Accident Occurred During	-LANDING			0	0	0	2	

-----Aircraft Information-----

Make/Model	- CESSNA T207A	Eng Make/Model	- CONTINENTAL TS10-250-M	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	LAS VEGAS,NV			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		OLJATO	
Wind Dir/Speed	- 050/005 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 20.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- VFR	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 - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 1525	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 6	Make/Model - 12	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 93	Last 90 Days - 253
		Multi-Eng - 362	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED AFTER ACCIDENT THAT WHILE ON FINAL APPROACH WITH ENG PWR REDUCED FOR LANDING, THE ACFT BEGAN TO DESCEND BELOW THE DESIRED GLIDEPATH. WHEN THE THROTTLE WAS ADVANCED THERE WAS NO ADDED THRUST. AN IN-FLIGHT RESTART WAS UNSUCCESSFUL. THE ACFT LANDED SHORT OF THE RUNWAY AND COLLIDED WITH A DIRT EMBANKMENT. POST CRASH FUNCTIONAL TEST OF THE ENG REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE THAT WOULD PRECLUDE NORMAL ENG OPERATION. THE ENG DID FAIL WHEN THE MIXTURE CONTROL WAS SET FOR SMOOTH ENG OPERATION, THE BOOST PUMP WAS IN THE OFF POSITION AND THE THROTTLE RAPIDLY ADVANCED FROM A LOW PWR SETTING TO FULL PWR.



Brief of Accident (Continued)

File No. - 3223

9/25/84

MEXICAN HAT,UT

A/C Reg. No. N75870

Time (Lc1) - 1230 MDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID,FUEL - STARVATION
  2. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
  3. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3275      11/12/84      SEVIER,UT

A/C Reg. No. N5109T

Time (Lcl) - 1745 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CHAMPION 7ECA  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 115 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Wind Dir/Speed- 220/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - 12000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

RICHFIELD,UT

Destination

CEDAR CITY,UT

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,ATP

SE LAND,ME LAND,SE SEA

Age - 35

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - BN 212A

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) - AIRPLANE

-----Narrative-----

THE PLT WAS EN ROUTE FROM ANCHORAGE, ALASKA TO PRESCOTT, ARIZONA TO BE WITH HIS DYING MOTHER. WEATHER WAS DESCRIBED AS WINDY, LOW CEILINGS, AND APPROACHING DUSK WHEN THE A/C DEPARTED RICHFIELD, UTAH. A/C WAS LOADED WITH 284 LBS OF CARGO. A/C CRASHED ON HEADING OPPOSITE DIRECTION OF TRAVEL. UNRESTRAINED CARGO WAS FOUND JAMMED AGAINST BACKSEAT CONTROLS.

Brief of Accident (Continued)

File No. - 3275

11/12/84

SEVIER,UT

A/C Reg. No. N5109T

Time (Lc1) - 1745 MST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. TIE DOWN/SECURITY OF CARGO - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH WIND
5. DISTANCE - INITIATED - COPILOT
6. IMPROPER DECISION, FATIGUE (FLIGHT SCHEDULE) - PILOT IN COMMAND
7. WEATHER CONDITION - TURBULENCE
8. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
9. LIGHT CONDITION - DUSK
10. ALTITUDE - INADEQUATE - PILOT IN COMMAND
11. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
12. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

13. TERRAIN CONDITION - GROUND
14. PULL-UP - NOT POSSIBLE - PILOT IN COMMAND
15. TERRAIN CONDITION - MOUNTAINOUS/HILLY
16. FLIGHT CONTROL SYSTEM - JAMMED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 11,12,14,16

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3189      12/01/84      PROVO,UT      A/C Reg. No. N8580S      Time (Lcl) - 1830 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew	2	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - CESSNA 182H	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
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	OFF AIRPORT/STRIP
Method - N/A	PROVO,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PROVO MUNICIPAL
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7094/ 150
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 9000 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 - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND,ME LAND	Months Since - 27	Last 24 Hrs - UNK/NR
	Aircraft Type - 172	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 LEFT SEAT NON-INSTRUMENT PVT PLT WAS BEING CHECKED OUT IN THE FLYING CLUB ACFT BY A COMM PLT. THE ACFT WAS BEING FLOWN OVER UTAH LAKE ON A DARK NIGHT, ON FINAL APPROACH TO RUNWAY 31 AT THE PVU ARPT. WHILE ON FINAL, THE FLYING PLT MANUEVERED THE ACFT FOR SPACING FROM A SECOND ACFT. A WITNESS SAW TWO ACFT OVER THE LAKE. ONE AIRCRAFT WAS TURNING TOWARDS THE AIRPORT WHEN IT WENT STRAIGHT DOWN. POST ACCIDENT EXAM REVEALED ACFT CONTACTED THE WATER IN A LEFT WING, NOSE LOW ATTITUDE. THE SURROUNDING TERRAIN TO THE NORTHWEST WEST AND SOUTH PROVIDE NO SIGNIFICANT LIGHTING THAT COULD BE USED FOR VISUAL HORIZON REFERENCE.

Brief of Accident (Continued)

File No. - 3189

12/01/84

PROVO,UT

A/C Reg. No. N8580S

Time (Lcl) - 1830 MST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF FACILITY,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. IMPROPER USE OF FACILITY,SPATIAL DISORIENTATION - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - CHECK PILOT

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - WATER,GLASSY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3297

10/04/84

NORFOLK,VA

A/C Reg. No. N70554

Time (Lc1) - 1301 EDT

-----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 -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E20  
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- 020/010 KTS  
Visibility - 8.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
NORFOLK,VA  
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

NORFOLK INT'L  
Runway Ident - 05  
Runway Lth/Wid - 9000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 51  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - C-172M

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 21962	Last 24 Hrs	- 7
Make/Model-	36912	Last 30 Days-	UNK/NR
Instrument-	60	Last 90 Days-	564

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS MAKING HIS LANDING APCH BEHIND A BOEING 727 AND IN FRONT OF A BOEING 737. PLT WAS REQUESTED BY ATC TO MAKE A SHORT APCH BUT WAS ALSO CAUTIONED ABOUT WAKE TURBULENCE. ON FINAL APCH AT APRX 50 FT AGL, N70554 ROLLED SHARPLY INTO A 90 DEG BANK, STARTED TO ROLL OUT OF THE BANK, QUIT FLYING AND TURNED RIGHT APRX 120 DEGS BEFORE CONTACTING THE GROUND, ACCORDING TO A WITNESS. PLT STATED HE SHOULD HAVE FLOWN A HIGHER APCH OR MADE A GO AROUND.

Brief of Accident (Continued)

File No. - 3297

10/04/84

NORFOLK, VA

A/C Reg. No. N70554

Time (Lcl) - 1301 EDT

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. CLEARANCE - INADEQUATE - PILOT IN COMMAND
2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation 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. - 3309	10/24/84	HOT SPRINGS, VA	A/C Reg. No. N777AB	Time (Lcl) - 0808 EDT
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-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Fatal	Injuries	Minor	None
Type of Operation - POSITIONING	DESTROYED		Serious		
Flight Conducted Under - 14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During - APPROACH	ON GROUND	Pass 1	0	0	0

---

-----Aircraft Information-----

Make/Model - BEECH 58	Eng Make/Model - CONTINENTAL IO-520-C	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	

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-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LEESBURG, VA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	INGALLS FIELD
Wind Dir/Speed- 230/008 KTS	ATC/Airspace	Runway Ident - 24
Visibility - .125 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5600/ 100
Lowest Sky/Clouds - 100 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND, ME LAND	Months Since - 15	Make/Model- UNK/NR
	Aircraft Type - PA-32	Instrument- 4000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

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Instrument Rating(s) - AIRPLANE

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-----Narrative-----

THE DESTN ARPT WAS UNATTENDED AT NIGHT & WHEN THE PLT RECEIVED HIS LAST WX BRIEFING AT 0519 CDT, NO CURRENT WX INFO WAS AVAILABLE. DURING ARRIVAL, THE ACFT WAS VECTORED FOR AN ILS RWY 24 APCH & THE PLT WAS ADVISED THAT CURRENT WX INFO WAS STILL NOT AVAILABLE. BEFORE REACHING THE OUTER MARKER (FAF), THE PLT STATED (2 TIMES) THAT HE WAS NOT RECEIVING THE ILS LOCALIZER. HOWEVER, THE ADF EQUIPPED ACFT THEN TRACKED BACK ON COURSE & CROSSED OVER THE FAF/LOM BEACON. AT 0801, THE PLT WAS CLEARED FOR THE APCH & RADAR SVC WAS TERMINATED. APRX 7 MIN LATER, HE DECLARED A MISSED APCH, THEN RADIO & RADAR CONTACT WERE LOST. THE ACFT WAS FOUND WHERE IT CRASHED ABOUT 1 MI SE OF THE ARPT AT AN ELEV OF 3575'. THE ARPT ELEV WAS 3792'. WHEN THE LOCAL ALT SETTING WAS NOT AVAILABLE & THE ROANOKE SETTING WAS USED, MINIMUMS WERE 630' CEILING & 2 MI VISIBILITY. THE 0810 WX WAS IN PART: 100' OBSCURED & 1/8 MI VIS WITH FOG. AN INVESTIGATION REVEALED THE ILS LOCALIZER HAD TRIPPED OFF FOR AN UNKNOWN REASON AT SOMETIME BEFORE 0755 WHILE THE ARPT WAS UNATTENDED; IT WORKED OK AFTER RESET.



Brief of Accident (Continued)

File No. - 3309

10/24/84

HOT SPRINGS, VA

A/C Reg. No. N777AB

Time (Lc1) - 0808 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. WEATHER OBSERVATION - NOT POSSIBLE -
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - OBSCURATION
5. WEATHER CONDITION - BELOW APPROACH MINIMUMS
6. IN FLIGHT WEATHER ADVISORIES - NOT POSSIBLE -
7. APPROACH AIDS, ILS LOCALIZER - NOT OPERATING
8. NOTAMS - NOT POSSIBLE -
9. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
11. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
12. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
13. MISSED APPROACH - INITIATED -
14. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 12,14

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,9,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3278      11/04/84      SYRIA,VA      A/C Reg. No. N91954      Time (Lcl) - 1300 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - CLIMB

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

-----Aircraft Information-----

Make/Model - DOUGLAS AD-4NA  
Landing Gear - TAILWHEEL-ALL RETRACTABLE  
Max Gross Wt - 18500  
No. of Seats - 3

Eng Make/Model - WRIGHT R-3350-26WD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 3350 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- CALM  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
NEWPORT NEWS,VA  
Destination  
DETROIT,MI

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)  
PRIVATE  
SE LAND,ME LAND

Age - 50  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD OBTAINED TWO WX BRIEFINGS BFR THE FLT BOTH INDICATING VFR NOT RECOMMENDED. HE SAID HE WOULD FLY VFR AS LONG AS HE COULD ALONG A NORTHERN ROUTE THAT WAS FORECAST TO BE VFR DETERIORATING TO MVFR. THE PLT WAS NOT INSTRUMENT RATED. THE ACFT WAS OBSERVED IN A STRAIGHT SLIGHT CLIMB IN AND OUT OF CLOUDS IMMEDIATELY BEFORE ENTERING A CLOUD THAT COVERED THE HILL WHERE THE ACCIDENT TOOK PLACE. THE ACCIDENT SITE WAS LOCATED WEST OF THE FORECAST VFR ROUTE ON A MORE DIRECT ROUTE TO THE PLTS DESTINATION.

Brief of Accident (Continued)

File No. - 3278

11/04/84

SYRIA,VA

A/C Reg. No. N91954

Time (Lc1) - 1300 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CLIMB

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - TURBULENCE
4. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation CLIMB

Finding(s)

6. TERRAIN CONDITION - HIGH TERRAIN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3286      11/06/84      WATERFORD,VA      A/C Reg. No. N70645      Time (Lcl) - 1800 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR '91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	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	ON AIRPORT
Method - N/A	WATERFORD,VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CARR FIELD
Wind Dir/Speed- 350/012 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wld - 1500/ 45
Lowest Sky/Clouds - 5000 FT SCATTERED	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 - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL,CFI	Current - UNK/NR	Total - 1200
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument- 127
		Multi-Eng - 25
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED FLYING AROUND THE AIRSTRIP AT DUSK. AS IT PASSED OVER THE APRX CENTER OF THE FIELD IT WAS SEEN TO NOSE OVER INTO A STEEP ANGLE CONTINUING UNTIL IMPACT. INVESTIGATION REVEALED NO EVIDENCE OF ANY MAL FUNTION OF THE AIRCRAFT OR THE ENGINE. FURTHER INVESTIGATION INTO THE PILOTS BACKGROUND UNCOVERED THAT HE WAS GOING THROUGH DIVORCE PROCEEDINGS TO INCLUDE A CUSTODY PROBLEM WITH TWO CHILDREN. IN ADDITION A NOTE WAS FOUND IN THE POCKET OF THE PILOT INDICATING THE TERMINATION OF A RELATIONSHIP IMMEDIATELY PROCEEDING THE FATAL FLIGHT. THE PILOT HAD OBTAINED PRIOR PERMISSION TO FLY 1 OF THE 2 J3 CUBS BASED AT THE FIELD, HOWEVER, THE AIRCRAFT INVOLVED IN THE ACCIDENT WAS NOT THE ONE. N70645 WAS OWNED BY A PILOT WHO ADMITTED TO BEING "REAL GOOD FRIENDS" WITH THE VICTIMS WIFE.

Brief of Accident (Continued)

File No. - 3286

11/06/84

WATERFORD,VA

A/C Reg. No. N70645

Time (Lcl) - 1800 EST

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT

Finding(s)

1. SUICIDE - PERFORMED - PILOT IN COMMAND
  2.        IMPROPER DECISION, EMOTIONAL REACTION - 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. - 3291      12/09/84      CLIFTON,VA      A/C Reg. No. N6536R      Time (Lcl) - 1642 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	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A4J	ELT Installed/Activated - YES/YES
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 - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CHANTILLY,VA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WILLIAMSBURG,VA	Runway Ident - N/A
Wind Dir/Speed- 080/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - TRAFFIC ADVISORY	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 - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6009
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 2
	Aircraft Type - C-152	Make/Model- 10
		Last 30 Days- UNK/NR
		Instrument- 800
		Last 90 Days- 14
		Multi-Eng - 1609

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER LEVELING AT THE CRUISE ALTITUDE OF 2500 FT, THE PILOT NOTED A GRADUAL RPM DECREASE AND RESULTANT LOSS OF POWER. ALTITUDE COULD NOT BE MAINTAINED AND THE PILOT SELECTED A ROLLING OPEN FIELD IN WHICH TO LAND WHEN HE REALIZED THAT REACHING AN AIRPORT SEVEN MILES SOUTH WAS IMPROBABLE. DURING THE LANDING ROLL A STEEP INCLINE WAS ENCOUNTERED THAT COLLAPSED THE NOSE GEAR AND THE ACFT SLID. THE TEMPERATURE AND DEW POINT INDICATED THAT CONDITIONS WERE CONDUCTIVE TO THE FORMATION OF CARBURETOR ICE. THE PLT STATED THAT HE DID NOT APPLY CARB HEAT BECAUSE HE FELT THAT LIST IN THE PILOT'S OPERATING HANDBOOK DOES NOT INCLUDE THE APPLICATION OF CARB HEAT. THE ENGINE WAS LATER RUN SUCCESSFULLY IN A TEST CELL WITH NO DISCREPANCIES NOTED.

Brief of Accident (Continued)

File No. - 3291

12/09/84

CLIFTON, VA

A/C Reg. No. N6536R

Time (Lc1) - 1642 EST

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INFORMATION INSUFFICIENT - MANUFACTURER
4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
5. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), AIRCRAFT MANUALS - MANUFACTURER

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD
7. TERRAIN CONDITION - OPEN FIELD
8. TERRAIN CONDITION - SOFT
9. TERRAIN CONDITION - UPHILL
10. TERRAIN CONDITION - DOWNHILL

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

11. OBJECT - TREE(S)
12. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 7,8,9,10,11,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3102      12/13/84      NORFOLK, VA      A/C Reg. No. N8517Z      Time (Lcl) - 0751 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-TRANSTAR AVIATION, INC.	DESTROYED		Fatal	1	0	0
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-APPROACH						

-----Aircraft Information-----

Make/Model	- BEECH D18S	Eng Make/Model	- P & W R985-14B	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 10100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	RICHMOND, VA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	NORFOLK, VA	NORFOLK INT'L
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 9000.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9000/ 150
Lowest Sky/Clouds - 2500 FT THIN OVC	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND	Months Since - 5	Make/Model- 1520
	Aircraft Type - D18S	Instrument- 3500
		Multi-Eng - 9850
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED DURING AN ILS APPROACH FOLLOWING AN ENGINE POWER LOSS WHILE ON AN AIR TAXI FREIGHT FLIGHT. THE PLT RELATED THAT AT ABOUT 550 FT ON THE APPROACH TO RWY 23 THE LEFT ENG FUEL PRESS WARNING LITE ILLUMINATED & THE LT ENG LOSS POWER. THE PLT OPENED THE CROSSFEED VALVE & SHORTLY THE RT FUEL PRESS WARNING LITE ILLUMINATED FOLLOWED BY LOSS OF POWER ON THE RT ENG. INVESTIGATION REVEALED THAT THERE IS ONE FUEL GAUGE FOR THE TANK SYSTEM & A SELECTOR SWITCH MUST BE ACTIVATED TO DETERMINE THE FUEL QUANTITY IN ANY DESIRED TANK. THE PLT'S ACTION IN SELECTING CROSSFEED & NOT CLOSING THE FUEL SHUT OFF VALVE ALLOWED FUEL TO BE DIVERTED FROM THE OPERATIVE RT ENG RESULTING IN A LOSS OF POWER DUE TO FUEL STARVATION.



Brief of Accident (Continued)

File No. - 3102

12/13/84

NORFOLK,VA

A/C Reg. No. N8517Z

Time (Lc1) - 0751 EST

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Occurrence #1            LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)  
1. FLUID,FUEL - EXHAUSTION  
-----

Occurrence #2            LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)  
2. FLUID,FUEL - STARVATION  
3. EMERGENCY PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND  
4. IMPROPER USE OF PROCEDURE,IMPROPER TRAINING - COMPANY/OPERATOR MGMT  
-----

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)  
5. OBJECT - OBJECT  
-----

----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. - 3290      12/17/84      MANASSAS,VA

A/C Reg. No. N14LC

Time (Lc1) - 1420 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5A

Eng Make/Model - LYCOMING O-320-E2G

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2200

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 010/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

MANASSAS

Runway Ident - 16

Runway Lth/Wid - 4000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Age - 54

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

STUDENT

Current - N/A

Total - 25

Last 24 Hrs - UNK/NR

Months Since - N/A

Make/Model- 10

Last 30 Days- 15

Aircraft Type - N/A

Instrument- 0

Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A HIGHER AND FASTER APCH THAN USUAL DUE TO CONFLICTING TRAFFIC, THE ACFT TOUCHED DOWN ON THE NOSEWHEEL AND BEGAN TO PORPOISE, ACCORDING TO WITNESSES. AFTER THE SECOND BOUNCE, POWER WAS ADDED FOR A GO AROUND, THE PILOT LATER STATED. WITNESSES SAW THE NOSE PITCH UP AND THE LEFT WING DROP WITH AN ACCOMPANYING LEFT YAW CONCURRENT WITH THE ADDITION OF POWER. THE ROLL AND YAW CONTINUED UNTILGROUND CONTACT IN A LEFT WING LOW, NOSE LOW ATTITUDE ABOUT 50 FT LEFT OF THE RWY 16R PAVEMENT. THE STUDENT PILOT SOLOED TWO DAYS BEFORE THE ACCIDENT. HE HAD ACCUMULATED 25 TOTAL HOURS, BUT ONLY 10 IN THE AA-5A.

Brief of Accident (Continued)

File No. - 3290

12/17/84

MANASSAS,VA

A/C Reg. No. N14LC

Time (Lc1) - 1420 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. LEVEL OFF - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND
5. GO-AROUND - INITIATED - PILOT IN COMMAND
6. PULL-UP - EXCESSIVE - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
8. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
9. 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) 6,7,8,9

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. - 3155      12/30/84      DUBLIN, VA      A/C Reg. No. N4963D      Time (Lcl) - 1550 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 0	0	0	0

Type of Operation - PARACHUTE  
Flight Conducted Under - 14 CFR 105  
Accident Occurred During - MANEUVERING

Fire NONE  
Crew 1  
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 182A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2650  
No. of Seats - 1

Eng Make/Model - CONTINENTAL O-470-L  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 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- 130/004 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 3500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DUBLIN, VA  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg -

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

NEW RIVER VALLEY  
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  
GLIDER

Age - 40  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DROPPING THE PARACHUTIST, THE ACFT WAS OBSERVED TO FLY EASTWARD OVER THE DZ, MAKE A LEFT 180 TURN, LINE UP ON THE PARKED VAN ON AN EASTERLY HEADING AND DESCEND TO A LOW ALTIUDE. WITNESSES ESTIMATED THE ALTITUDE AT FROM 10 TO 30 FT AGL. THE VAN WAS PARKED ON A RIDGE ACROSS THE FLT PATH. THE ACFT MADE A LOW ALT-HIGH SPEED RUN TOWARD THE VAN. JUST BEFORE STRIKING THE VAN WITH THE LDG GEAR, THE ACFT SEEMED TO DUCK UNDER A LOW POWER LINE IN ITS PATH.

Brief of Accident (Continued)

File No. - 3155

12/30/84

DUBLIN, VA

A/C Reg. No. N4963D

Time (Lc1) - 1550 EST

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Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. BUZZING - PERFORMED - PILOT IN COMMAND
  3. PROPER GLIDEPATH - MISJUDGED - PILOT IN COMMAND
  4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3282	10/19/84	ST.THOMAS,VI	A/C Reg. No. N8631F	Time (Lc1) - 1059 AST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries	
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0
Accident Occurred During -DESCENT			2	0
				Minor
				0
				None
				0

---

-----Aircraft Information-----

Make/Model - HUGHES 369D	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO -N/A
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 375 HP	

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-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ST.THOMAS,VI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	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		

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-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4000
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 3300
		Last 24 Hrs - 1
		Last 30 Days- 25
		Last 90 Days- 25

Instrument Rating(s) - NONE

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-----Narrative-----

THE ACFT WAS FLYING AT 50 FEET ABOVE THE WATER AT 15 KNOTS AIRSPEED PHOTOGRAPHING A SAIL BOAT. THE ACFT THEN CLIMBED TO 150 FEET AND DRIFTED LEFT OVER THE TOP OF THE BOAT. AT THIS POINT WITNESSES REPORTED HEARING A LOUD POP AND SEEING A PUFF OF BLACK SMOKE COME FROM THE ENGINE EXHAUST. ENGINE NOISE CEASED AND THE ACFT ROLLED APPROX 90 DEGREES ONTO ITS LEFT SIDE AND DESCENDED INTO THE WATER. POST CRASH INSPECTION OF THE ACFT REVEALED NO EVIDENCE OF PRECRASH MECHANICAL FAILURE OR MALFUNCTION OF THE STRUCTURE, ROTOR HEAD, ROTOR BLADES, OR MAIN ROTOR GEAR BOX. INSPECTION OF THE ENGINE AND ENGINE COMPONENTS REVEALED NO EVIDENCE TO INDICATE PRECRASH MECHANICAL FAILURE OR MALFUNCTION. WITNESSES REPORTED THEY SAW NO COMPONENTS FALL FROM THE AIRCRAFT PRIOR TO THE CRASH.

Brief of Accident (Continued)

File No. - 3282

10/19/84

ST.THOMAS,VI

A/C Reg. No. N8631F

Time (Lc1) - 1059 AST

Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. AUTOROTATION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - WATER, ROUGH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3132      8/24/84      WALLINGFORD,VT      A/C Reg. No. N18SM      Time (Lcl) - 1050 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	DESTROYED	Fatal	Serious	Minor	None		
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0		
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 1	0	0	0		
Accident Occurred During -APPROACH							

-----Aircraft Information-----

Make/Model - CESSNA 414	Eng Make/Model - TELEDYNE CONT TSI10-520	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 - 4	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	WORCESTER,MA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	RUTLAND,VT	RUTLAND
Wind Dir/Speed- 350/005 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 900 FT BROKEN	Type Apch/Lndg - LDA	Runway Status - N/A
Obstructions to Vision- FOG		
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)
COMMERCIAL	Current - YES	Total - 7010
SE LAND	Months Since - 12	Make/Model- 1800
	Aircraft Type - 414	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS EXECUTING SECOND ATTEMPT FOR A INSTRUMENT APCH, LDA RWY 19, FOLLOWING A MISSED APCH ON THE FIRST ATTEMPT. THE PLT LAST REPORTED OVER THE IAF, 9 MIS NORTH OF THE ARPT. THE ACFT COLLIDED WITH A MOUNTAIN AT A ELEVATION OF 1700 F AND 5 MIS SOUTH OF THE ARPT. THE WRECKAGE WAS ORIENTED ON A 190 DEG MAG HEADING AND NEAR THE EXTENDED CENTERLINE OF RWY 19. THE MDA FOR THE APCH IS 1680 FT MSL. THE MAP IS A CLIMBING RIGHT TURN TO 5000 FT DIRECT TO THE IAF. THE ARPT IS SURROUNDED BY MOUNTAINS. THE LANDING GEAR AND FLAPS WERE FOUND EXTENDED. EXAMINATION OF THE ACFT DISCLOSED ON EVIDENCE OF MALFUNCTION.



Brief of Accident (Continued)

File No. - 3132

8/24/84

WALLINGFORD,VT

A/C Reg. No. N18SM

Time (Lc1) - 1050 EDT

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. TERRAIN CONDITION - HIGH TERRAIN
  3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  4. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  5. MISSED APPROACH - 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) 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. - 3063      12/09/84      SULTAN,WA      A/C Reg. No. N4436R      Time (Lc1) - 1630 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

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor

0  
0

0  
0

None  
1  
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      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR

Basic Weather      - VMC

Wind Dir/Speed- 090/005 KTS  
Visibility      - 30.0 SM  
Lowest Sky/Clouds      - 3500 FT  
Lowest Ceiling      - 3500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
EVERETT,WA  
Destination  
SULTAN,WA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

SKY HARBOR  
Runway Ident      - 25  
Runway Lth/Wid      - 2000/ 140  
Runway Surface      - GRASS/TURF  
Runway Status      - WET  
SNOW - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 42  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)  
Total      - 297  
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-----

AN OVERRUN OCCURRED ON THE 2,000 FOOT AIRSTRIIP DUE TO EXCESS APPROACH AND LANDING SPEED. A LIGHT COATING OF SNOW WAS PRESENT ON THE GRASS RUNWAY AND THE PILOT NEGLECTED TO RAISE THE FLAPS ADDING TO A LONGER LANDING ROLL AND MAKING BRAKING LESS EFFECTIVE. A 5 KNOT TAILWIND WAS ALSO PRESENT. AFTER TOUCHDOWN, THE PLT WAS UNABLE TO ABORT THE LANDING DUE TO OBSTACLES AT THE DEPARTURE END OF THE RUNWAY. THE ACFT ROLLED PAST THE END OF THE RUNWAY AND STRUCK AN EMBANKMENT AT A SLOW SPEED.

Brief of Accident (Continued)

File No. - 3063

12/09/84

SULTAN,WA

A/C Reg. No. N4436R

Time (Lc1) - 1630 PST

-----  
Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
  2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  4. WEATHER CONDITION - TAILWIND
  5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
  7. ABORTED LANDING - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - DIRT BANK
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6

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. - 3198      7/20/84      BIRCHWOOD,WI      A/C Reg. No. N14TC      Time (Lcl) - 1020 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED  
Fire      NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	2	1	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 421  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6840  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL GTSIO-520  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 375 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- 060/005 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - 25000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
KANKAKEE,IL  
Destination  
WINNIPEG,CD

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 - IFR  
Type of Clearance      - IFR  
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      - 3  
Aircraft Type      - D55

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1202      Last 24 Hrs - UNK/NR  
Make/Model- 31      Last 30 Days- UNK/NR  
Instrument- 187      Last 90 Days- 6  
Multi-Eng - 539

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLT, THE PLT TRANSMITTED TO ARTCC "WE'VE GOT A PROBLEM, WE'RE LOSING ALTITUDE." THE CONTROLLER PROVIDED A VECTOR TO THE NEAREST ARPT, BUT SHORTLY AFTER THAT, THE PLT STATED THAT HE WOULD NOT BE ABLE TO REACH THE ARPT. THE PLT DID NOT INFORM ARTCC OF HIS SPECIFIC PROBLEM, EXCEPT TO SAY THAT THE ACFT WAS DESCENDING RAPIDLY. SUBSEQUENTLY, THE ACFT CRASHED IN A WOODED AREA ABOUT 1/2 MI FROM AN OPEN AREA. DURING THE INVESTIGATION, ABOUT 1 QUART OF FUEL WAS FOUND REMAINING IN THE LEFT INBOARD (AUX) FUEL TANK. ALL OF THE OTHER TANKS WERE RUPTURED FROM IMPACT. NO EVIDENCE OF FUEL SPILLAGE WAS FOUND AT THE ACCIDENT SITE. THE LEFT PROP WAS FOUND IN THE FEATHERED POSITION & THE RIGHT PROP WAS FOUND PARTIALLY FEATHERED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. BOTH ENGS WERE STARTED & BOTH OPERATED SATISFACTORILY, AFTER FUEL WAS SUPPLIED BY TEMPORARY TANKS.

Brief of Accident (Continued)

File No. - 3198

7/20/84

BIRCHWOOD,WI

A/C Reg. No. N14TC

Time (Lc1) - 1020 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - TREE(S)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3295      7/29/84      PICKETT, WI      A/C Reg. No. N15EZ      Time (Lc1) - 1011 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- S.I. BRIGGS VARIEZE	Eng Make/Model	- LYCOMING O-235	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1050	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 115 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- 008 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - SCATTERED</p> <p>Lowest Ceiling - 30000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point OSHKOSH, WI</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 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-----

Pilot-In-Command	Age - 47	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	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 CONTACTED A 25 FT AGL 2 STRAND 14000 V POWER LINE. AFTER CONTACTING THE LINES, THE ACFT TOUCHED DOWN IN A CORN FIELD AND TRAVELED FOR APRX 210 FT. THE ACFT THEN CROSSED A 2 LANE ROAD, STRUCK A DITCH SEPARATING THE CANARD/GEAR AND TRAVELED AN ADDITIONAL 80 FT BEFORE COMING TO A STOP. THE PLT STATED A TOTAL LOSS OF POWER WAS EXPERIENCED AT 2000 FT MSL AND THE POWER LINES WERE CONTACTED DURING THE FORCED LANDING. HOWEVER, THE DISTANCE TRAVELED BY THE ACFT AFTER LANDING AND HIGH TORQUE DAMAGE TO THE PROP INDICATE THE ACFT HAD ENGINE POWER. THE PLT WAS ALLOWED TO MOVE THE WRECKAGE TO MASSACHUSETTS WITH THE CONDITION THAT AN ENGINE TEARDOWN BE PERFORMED UNDER FAA SUPERVISION. THE PLT FAILED TO SUBMIT ANY INFO REGARDING THE TEARDOWN, IF PERFORMED.

Brief of Accident (Continued)

File No. - 3295

7/29/84

PICKETT,WI

A/C Reg. No. N15EZ

Time (Lcl) - 1011 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. OBJECT - WIRE,STATIC
  2. BUZZING - INTENTIONAL - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s)

Factor(s) relating to this accident is/are finding(s) 2

**National Transportation Safety Board  
Washington, D.C. 20594**

**Brief of Accident**

File No. - 3013      8/26/84      LAKE DELTON,WI      A/C Reg. No. N61584      Time (Lcl) - 1433 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -SIGHT-SEEING  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -MANEUVERING

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

		Injuries			
		Fatal	Serious	Minor	None
		1	0	0	0
		3	2	0	0

-----Aircraft Information-----

Make/Model - CESSNA A185F  
Landing Gear - FLOAT  
Max Gross Wt - 3320  
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/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- 210/014 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 25000 FT  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type 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,SE SEA

Age - 26

Biennial Flight Review

Current - YES  
Months Since - 3  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1442	Last 24 Hrs - 3
Make/Model- UNK/NR	Last 30 Days- 122
Instrument- 42	Last 90 Days- 255

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLOAT PLANE CRASHED SHORTLY AFTER TAKING OFF FROM LAKE DELTON WHILE OF A SIGHT-SEEING FLT. THE ACFT WAS USED DAILY DURING THE TOURIST SEASON ON FLTS OF APRX 15 MIN LONG. THIS WAS THE 8TH OR 9TH FLT OF THE DAY & WAS THE 4TH OR 5TH FLT SINCE REFUELING. A PASSENGER & SVRL WITNESSES ON THE GROUND THOUGHT THAT THE ENG HAD LOST POWER. A POST CRASH EXAM OF THE ENG DID NOT REVEAL ANY SPECIFIC REASON FOR THE LOSS OF POWER. THE SURVIVORS OF THE CRASH BOTH AGREED THAT THE ACFT WAS OVER LAND WHEN A SHARP LEFT TURN WAS MADE BACK TOWARD THE WATER. DURING THIS TURN, THE ACFT STRUCK TREES & CRASHED APRX 40 FT FROM THE SHORELINE. AN AUTOPSY & TOXICOLOGICAL TESTS OF THE PLT FAILED TO REVEAL ANY INFLIGHT INCAPACITATION.



Brief of Accident (Continued)

File No. - 3013

8/26/84

LAKE DELTON, WI

A/C Reg. No. N61584

Time (Lc1) - 1433 CDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)  
2. 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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3185      11/15/84      HAYWARD, WI      A/C Reg. No. N1807W      Time (Lc1) - 1345 CST

-----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 - BEECHCRAFT 58	Eng Make/Model - CONTINENTAL IO-520-C	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 - COMMERCIAL WX SERVICE	Last Departure Point	ON AIRPORT
Method - TELEPHONE	RACINE, WI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	HAYWARD, WI	HAYWARD
Wind Dir/Speed- 290/015 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5017/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - SNOW SHOWER		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 72	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10539
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 5	Make/Model- 1727
	Aircraft Type - 500	Instrument- 1295
		Multi-Eng - 6594
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 96
		Rotorcraft - 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SUSTAINED SUBST DAMAGE AFTER UNCONTROLLED CONTACT WITH THE RWY DURING LANDING. INVESTIGATION REVEALED THAT THE LANDING WAS INADVERTENTLY ATTEMPTED AT A TIME WHEN THE WINDS SHIFTED TO A DIRECT X-WIND WITH GUSTS TO 35 KTS.

Brief of Accident (Continued)

File No. - 3185

11/15/84

HAYWARD, WI

A/C Reg. No. N1807W

Time (Lcl) - 1345 CST

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - GUSTS
  3. WEATHER CONDITION - TURBULENCE
  4.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  5. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - EXCEEDED
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3      LOSS OF CONTROL - ON GROUND  
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) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3184      12/22/84      WISCONSIN RAPID,WI      A/C Reg. No. N2461N      Time (Lcl) - 1330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	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 -TAKEOFF							

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WISCONSIN RAPID,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ALEXANDER
Wind Dir/Speed- 290/010 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3785/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - ICE COVERED
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 - 20
	Months Since - N/A	Make/Model- 20
	Aircraft Type - N/A	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 122

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING TAKEOFF INTO WINDS FORM 290 DEG AT 10 KTS GUSTING TO 15 KTS, THE ACFT BEGAN TO SLIDE TO THE LEFT ON THE ICY RWY. WHEN THE ACFT HIT A SNOW BANK ALONG THE RWY, THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 3184

12/22/84

WISCONSIN RAPID, WI

A/C Reg. No. N2461N

Time (Lc1) - 1330 CST

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
  2. TERRAIN CONDITION - ICY
  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) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3217      12/23/84      BYRON TOWNSHIP,WI      A/C Reg. No. N26055      Time (Lc1) - 1824 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During - CRUISE					

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	EFFINGHAM,IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	FOND DU LAC,WI	FOND DU LAC
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 200 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 55
SE LAND	Months Since - UNK/NR	Make/Model- 33
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 9
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE LOW TIME 55 HR PILOT WAS WX BRIEFED ON UNFAVORABLE FLT CONDITIONS EN ROUTE TO DESTINATION. HE DEPARTED NO FLT PLAN. AS HE APPROACHED DESTINATION, 8 MI SOUTH, THE CEILING HAD LOWERED TO 200 FT, VISIBILITY ONE MI; ICING ON WINDSHIELD. WHILE FOLLOWING HIGHWAY, STRUCK GUY WIRE AT 177 FT AGL OF A 180 FT TOWER. PILOT LOST CONTROL AND CRASHED IN A FIELD.

Brief of Accident (Continued)

File No. - 3217

12/23/84

BYRON TOWNSHIP, WI

A/C Reg. No. N26055

Time (Lcl) - 1824 CST

-----  
Occurrence #1           IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
  2. PREFLIGHT PLANNING/PREPARATION - DISREGARDED - PILOT IN COMMAND
  3. WEATHER CONDITION - LOW CEILING
  4. LIGHT CONDITION - NIGHT
  5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  6. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #2           IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      CRUISE

Finding(s)

7. OBJECT - WIRE, TRANSMISSION
  8. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #3           LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE

-----

Occurrence #4           IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6,8

Factor(s) relating to this accident is/are finding(s) 1,3,4,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3110      11/14/84      MADISON,WV      A/C Reg. No. N47416      Time (Lcl) - 2230 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      -LANDING

Fire      NONE  
Crew      Pass

-----Aircraft Information-----

Make/Model      - PIPER PA-28R-201T  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2900  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL TSIO-360-F  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 200 HP

ELT Installed/Activated      - UNK/NR  
Stall Warning System      - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NWS  
Method      - TELEPHONE  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 070/003 KTS  
Visibility      - 12.0 SM  
Lowest Sky/Clouds      - 20000 FT  
Lowest Ceiling      - 20000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
DALLAS, TX  
Destination  
CHARLESTON, WV

ATC/Airspace

Type of Flight Plan      - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age      - 22  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 3300  
Last 24 Hrs      - 9  
Make/Model- 40  
Last 30 Days- UNK/NR  
Instrument- 530  
Last 90 Days- 180  
Multi-Eng      - 1300

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

FOLLOWING A LOSS OF ENG POWER DURING A X-COUNTRY FLT, THE PLT LANDED ON A BRIDGE. DURING THE LDG ROLL THE WING STRUCK A POLE. POST CRASH EXAMINATION OF THE ENGINE DISCLOSED THAT THE CAMSHAFT GEAR TEETH SUFFERED FATIGUE FAILURE.



Brief of Accident (Continued)

File No. - 3110

11/14/84

MADISON, WV

A/C Reg. No. N47416

Time (Lc1) - 2230 EST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CAMSHAFT - FAILURE, TOTAL  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

2. OBJECT - UTILITY POLE  
-----

-----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. - 3229      12/29/84      MOUNDSVILLE, WV      A/C Reg. No. N9030B      Time (Lcl) - 2100 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - ROBINSON R22  
Landing Gear - SKID  
Max Gross Wt - 1300  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 124 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- 240/015 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 4000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
WHEELING, WV  
Destination  
MOUNDSVILLE, WV

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 43

Biennial Flight Review  
Current - YES  
Months Since - 14  
Aircraft Type - M20K

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 1384	Last 24 Hrs	- UNK/NR
Make/Model-	178	Last 30 Days-	UNK/NR
Instrument-	320	Last 90 Days-	UNK/NR
		Rotorcraft	- 163

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER CRASHED APRX 1/2 MI FROM THE MARSHALL COUNTY ARPT WHILE ON A PERSONAL FLT. INVESTIGATION REVEALED THAT THE PLT, A DOCTOR WHO SPECIALIZED IN EMERGENCY ROOM PROCEDURES, COMMUTED BETWEEN HOSPITALS LOCATED IN THREE DIFFERENT CITIES. THE PLT HAD BEEN ON CALL OR EN ROUTE BETWEEN THE THREE HOSPITALS FOR 48 OUT OF THE 49 HRS PRIOR TO THE ACCIDENT. AFTER COMPLETION OF A SCHEDULED 12 HR SHIFT AT A WEST VIRGINIA CLINIC, THE PLT HAD TROUBLE STARTING THE ACFT DUE TO A PROBLEM HE IDENTIFIED AS A STICKING BENDIX GEAR ON THE STARTER. DURING THIS TIME THE PLT SAID HE WAS LOW ON FUEL & WAS GOING TO MARSHALL COUNTY FOR FUEL. THE PLT HAD CALLED THE MARSHALL COUNTY ARPT BY TELEPHONE TO ARRANGE FOR FUEL BEFORE DEPARTING. INVESTIGATIVE RECONSTRUCTION OF THE PLT'S ACTIVITIES, SCHEDULES & ASSOCIATED REFUELING ACTIVITIES PRIOR TO THE TIME OF THE ACCIDENT INDICATED THAT THERE WAS AN ESTIMATED 2 GALS OF FUEL ON BOARD THE ACFT AT TAKEOFF.

Brief of Accident (Continued)

File No. - 3229

12/29/84

MOUNDSVILLE, WV.

A/C Reg. No. N9030B

Time (Lc1) - 2100 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. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - MISJUDGED - PILOT IN COMMAND
5. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. LIGHT CONDITION - DARK NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3317      9/05/84      COKEVILLE,WY      A/C Reg. No. N8266      Time (Lcl) - 1215 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-OTHER WORK USE	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- AEROSPATIALE 316B ALOUETTE III	Eng Make/Model	- TURBO MECA ARTOUSTE IIIB	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4960	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 562 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- 320/015 KTS.</p> <p>Visibility      - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling   - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation   - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance   - NONE</p> <p>Type Apch/Lndg      - STRAIGHT-IN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">COKEVILLE</p> <p>Runway Ident      - 33</p> <p>Runway Lth/Wid   - 4900/ 60</p> <p>Runway Surface   - ASPHALT</p> <p>Runway Status    - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,ATP</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - UNK/NR</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 7643</td> <td>Last 24 Hrs</td> <td>- 5</td> </tr> <tr> <td>Make/Model</td> <td>- 1959</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- 168</td> <td>Last 90 Days</td> <td>- 265</td> </tr> <tr> <td>Multi-Eng</td> <td>- 18</td> <td>Rotorcraft</td> <td>- 7445</td> </tr> </table>	Total	- 7643	Last 24 Hrs	- 5	Make/Model	- 1959	Last 30 Days	- UNK/NR	Instrument	- 168	Last 90 Days	- 265	Multi-Eng	- 18	Rotorcraft	- 7445
Total	- 7643	Last 24 Hrs	- 5															
Make/Model	- 1959	Last 30 Days	- UNK/NR															
Instrument	- 168	Last 90 Days	- 265															
Multi-Eng	- 18	Rotorcraft	- 7445															

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT STATED THAT HE LOST TAILROTOR CONTROL WHILE MANEUVERING FOR A LANDING. HE ELECTED TO RETURN TO COKEVILLE AIRPORT AND MAKE THE LANDING. THE PLT EXECUTED AN AITOROTATION TO THE RUNWAY AND DURING THE LANDING FLARE, THE TAIL SKID STRUCK THE RUNWAY, STRAIGHTNING THE ACFT. THE ACFT LANDED HARD AND ROLLED OVER. POST CRASH EXAM OF THE WRECKAGE REVEALED THAT A SEPERATION HAD OCCURRED IN THE TAILROTOR CONTROL CABLE. THE CABLE WAS EXAMINED AND BORE EVIDENCE OF HAVING BEEN CUT BY A BLUNT INSTRUMENT.

Brief of Accident (Continued)

File No. - 3317

9/05/84

COKEVILLE,WY

A/C Reg. No. N8266

Time (Lc1) - 1215 MDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    MANEUVERING

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CABLE - FAILURE, TOTAL  
-----

Occurrence #2        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND  
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND  
-----

Occurrence #3        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

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. - 3176      10/19/84      CHEYENNE,WY      A/C Reg. No. N558BQ      Time (Lcl) - 2125 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - MOONEY M20C	Eng Make/Model - AVCO LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CHEYENNE,WY	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - UNK/NR	CASPER,WY	
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - SPECIAL VFR	Runway Surface - DIRT
Lowest Ceiling - 400 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - SNOW - DRY
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW SHOWER		
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)
PRIVATE	Current - YES	Total - 19429
SE LAND	Months Since - 12	Last 24 Hrs - 10
	Aircraft Type - 152	Make/Model- 203
		Instrument- 23
		Last 30 Days- 203
		Last 90 Days- 357

Instrument Rating(s) - NONE

-----Narrative-----

THE A/C WITH A NON-INSTRUMENT RATED PILOT AT THE CONTROLS, DEPARTED THE CHEYENNE, WY AIRPORT AT NIGHT IN LIGHT SNOW SHOWERS. SEVERAL MINUTES LATER HE CRASHED IN AN OPEN FIELD NORTH OF CHEYENNE IMPACT FORCES AND A POST ACC FIRE DESTROYED THE A/C. EVIDENCE INDICATED MINUTES THE A/C WAS FUNCTIONING NORMALLY UNTIL GRD IMPACT.

Brief of Accident (Continued)

File No. - 3176

10/19/84

CHEYENNE,WY

A/C Reg. No. N558BQ

Time (Lc1) - 2125 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - OBSCURATION
2. WEATHER CONDITION - SNOW

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation MANEUVERING

Finding(s)

3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
4. IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
6. TERRAIN CONDITION - SNOW COVERED

-----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. - 3218      10/20/84      CHEYENNE,WY      A/C Reg. No. N1597T      Time (Lcl) - 1338 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	2	0	1
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - CESSNA 414-8	Eng Make/Model - LYCOMING IO-720-B1BD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6825	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 400 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CHEYENNE,WY	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SALT LAKE CITY,UT	
Wind Dir/Speed- 020/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 800 FT	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 800 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 13200
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 8200
		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 DEPARTED THE AIRPORT IN IFR CONDITIONS (SNOWING) & WAS OBSERVED STAGGERING INTO THE AIR. SHORTLY AFTER TAKEOFF THE ACFT STRUCK POWER LINES & CRASHED INTO HOMES IN A RESIDENTIAL AREA. INVESTIGATION REVEALED THAT THE ACFT HAD ACCUMULATED ICE & IN ADDITION WAS OVER CERTIFIED MAX GROSS WEIGHT. THERE WAS NO EVIDENCE OF AIRFRAME, FLT CONTROL OR ENGINE FAILURE/MALFUNCTION PRIOR TO IMPACT WITH THE POWER LINES.



Brief of Accident (Continued)

File No. - 3218

10/20/84

CHEYENNE,WY

A/C Reg. No. N1597T

Time (Lc1) - 1338 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - SNOW
3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. OBJECT - WIRE, STATIC
6. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
7. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3251      10/23/84      CHEYENNE,WY      A/C Reg. No. N1569T      Time (Lcl) - 1016 MDT

-----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 -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 414  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6500  
No. of Seats - 8

Eng Make/Model - LYCOMING TS10-52ONBCJ  
Number Engines - 2  
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 - IN PERSON  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 140/008 KTS  
Visibility - 1.500 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 300 FT BROKEN  
Obstructions to Vision- FOG  
Precipitation - SNOW  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
RAPID CITY,SD  
Destination  
CHEYENNE,WY

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - IFR  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

CHEYENNE  
Runway Ident - 34  
Runway Lth/Wid - 4997/ 150  
Runway Surface - CONCRETE  
Runway Status - SNOW - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 46  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - C-414

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	2838
Make/Model-	28
Instrument-	234
Multi-Eng -	1210
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	235

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND DURING A TURN TO FINAL FROM A CIRCLING APPROACH (IFR) AT CHEYENNE AIRPORT. ACCORDING TO ATC, THE ACFT WAS A VFR "POP UP" & WAS SUBSEQUENTLY ISSUED AN IFR CLEARANCE FOR AN APPROACH INTO THE AIRPORT. EXAMINATION OF THE ACFT AT THE WRECKAGE SITE REVEALED A BUILD-UP OF MIXED RIME & CLEAR ICE ON THE ENG.

Brief of Accident (Continued)

File No. - 3251

10/23/84

CHEYENNE,WY

A/C Reg. No. N1569T

Time (Lc1) - 1016 MDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      APPROACH - CIRCLING(IFR)

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            ABRUPT MANEUVER  
Phase of Operation      APPROACH

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  4. PROPER DESCENT RATE - NOT PERFORMED - PILOT IN COMMAND
  5. JUDGEMENT - POOR - PILOT IN COMMAND
- 

Occurrence #3            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. FLIGHT CONTROL SURFACES/ATTACHMENTS - ICE
  7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  8. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #4            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

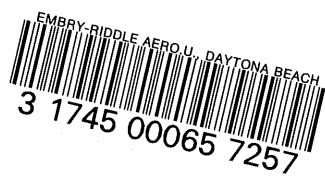




NTSB-AAB-86-12

Brief Format

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