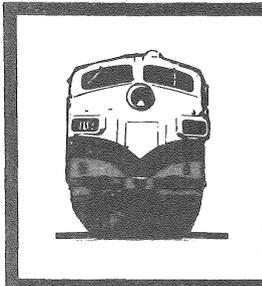


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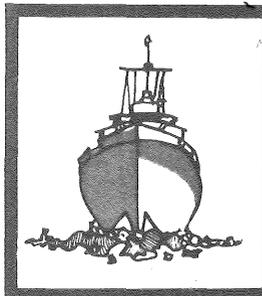


NATIONAL TRANSPORTATION SAFETY BOARD

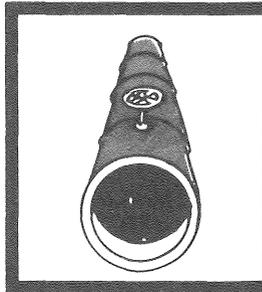


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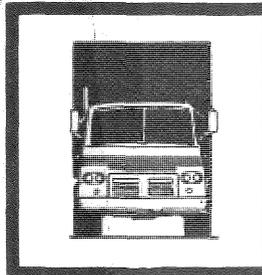
AIRCRAFT ACCIDENT REPORTS



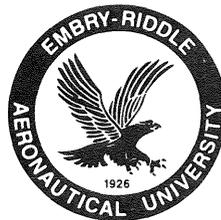
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 1 OF 1987 ACCIDENTS



NTSB/AAB-88/05



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TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-88/05		2. Government Accession No. PB88-916905		3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation Calendar Year 1987 - Issue Number 1				5. Report Date March 30, 1988	
				6. Performing Organization Code	
7. Author(s)				8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594				10. Work Unit No.	
				11. Contract or Grant No.	
				13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1986 in Brief Format	
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1987. 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. File Numbers: 0001 through 0200					
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	
19. Security Classification (of this report) UNCLASSIFIED		20. Security Classification (of this page) UNCLASSIFIED		21. No. of Pages 402	22. Price

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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AIRCRAFT ACCIDENTS

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 1

CALENDAR YEAR 1987

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1	97811	011987	CHENA HOT SPRGS, AK	CESSNA	172	NONE	2
2	25063	012387	ANCHORAGE, AK	CESSNA	152	NONE	4
3	75LE	012787	NORTH POLE, AK	CESSNA	185D	NONE	8
4	95529	012887	MESA, AZ	CESSNA	152	NONE	86
5	7232V	010987	FREMONT, CA	INTERMOUNTAI	CALLAIR A-	NONE	104
6	3441C	020287	PLASTER CITY, CA	CESSNA	170B	SERIOUS	116
7	12551	011987	OAKDALE, CA	CESSNA	172M	NONE	110
8	40349	011787	PARADISE, CA	MAULE	M-4-220C	NONE	108
9	3587U	010487	WICKENBURG, AZ	CESSNA	182F	MINOR	84
10	26900	011487	STOCKBRIDGE, GA	GRUMMAN	AA-5A	NONE	214
11	8033F	012487	RIO VISTA, TX	CESSNA	150F	SERIOUS	318
12	3554A	020387	FLORESVILLE, TX	PIPER	PA-22-135	SERIOUS	330
13	65560	012587	GLENDORA, CA	CESSNA	152	NONE	112
14	1408R	012587	TRACY, CA	GRUMMAN	AA-1B	MINOR	114
15	17871	020787	VACAVILLE, CA	SCHWEIZER	2-32	NONE	118
16	25884	021087	EL MONTE, CA	CESSNA	152	NONE	120
17	9076Y	020887	BRINNON, WA	ROBINSON	R22	NONE	380
18	2536A	012387	DECATUR, IL	PIPER	PA-38-112	NONE	228
19	201AV	010387	GLADEWATER, TX	MOONEY	M20J	FATAL	312
20	1590S	011587	BROWNSVILLE, TX	BEECH	65-80	NONE	316
21	7539B	013187	KENAI, AK	CHAMPION	7EC	NONE	12
22	98816	020187	FORT WORTH, TX	CESSNA	172P	NONE	328
23	7393U	012887	ANCHORAGE, AK	CESSNA	207	SERIOUS	10
24	7539B	020487	ANCHORAGE, AK	CHAMPION	7EC	NONE	16
25	79416	020187	BELUGA, AK	CESSNA	172	NONE	14

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
26	46362	012487	ANCHORAGE, AK	CESSNA	180J	MINOR	6
27	47849	020187	MARFA, TX	PIPER	PA-28-161	NONE	326
28	6636H	012087	ARKADELPHIA, AR	BEECH	BE-77	MINOR	82
29	68792	010887	FORREST CITY, AR	CESSNA	152	NONE	80
30	7992U	012587	DELAWARE, OH	CESSNA	150M	NONE	286
31	761UC	022087	CHUGIAK, AK	CESSNA	A152	NONE	22
32	6970J	021487	TYONEK, AK	PIPER	PA-34	NONE	18
33	5135H	022187	ANCHORAGE, AK	PIPER	PA-14	NONE	24
34	3971L	010887	TUSKEGEE, AL	CESSNA	172G	MINOR	72
35	48241	012387	LINCOLN, IL	CESSNA	152	NONE	230
36	2489R	012287	WILKESBORO, NC	PIPER	PA-23-250	NONE	270
37	531SF	021887	GENESEE, ID	CESSNA	188	NONE	226
38	3079J	020887	JOSEPH, OR	CESSNA	150E	NONE	302
39	6076N	012887	ALDERWOOD MANOR, WA	BEECH	B23	MINOR	376
40	3871D	030687	WAYCROSS, GA	CESSNA	182	MINOR	218
41	2449J	030187	ANCHORAGE, AK	CESSNA	185F	NONE	30
42	4570C	030887	FAIRBANKS, AK	CESSNA	170B	NONE	40
43	67688	030887	KOTZEBUE, AK	DEHAVILLAND	DHC-2	NONE	38
44	4724M	030587	NENANA, AK	PIPER	PA-11	MINOR	34
45	5972T	031287	ANCHORAGE, AK	CESSNA	150D	NONE	42
46	6140C	030787	ANCHORAGE, AK	BELL HELICOP	47G-2	NONE	36
47	9141T	022887	PALMER, AK	CESSNA	180B	NONE	28
48	4687C	022387	ANCHORAGE, AK	CESSNA	170B	NONE	26
49	4924H	012287	COFFEYVILLE, KS	CESSNA	152	NONE	238
50	4590V	021887	SAN DIEGO, CA	CESSNA	172RG	SERIOUS	122

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
51	5727S	013187	MARANA, AZ	SCHWEIZER	SGS 2-33	SERIOUS	88
52	56887	022187	PETALUMA, CA	PIPER	PA-28-140	NONE	124
53	7572F	022787	ROOSEVELT, AZ	CHAMPION	7KCAB	MINOR	94
54	1474R	030287	PRESCOTT, AZ	GRUMMAN	AA-1B	NONE	98
55	4786B	022887	OATMAN, AZ	CESSNA	180	NONE	96
56	5466W	030187	REDLANDS, CA	PIPER	PA-28-160	NONE	126
57	9708G	021687	NEW PALTZ, NY	CESSNA	180H	MINOR	282
58	757DD	021787	ALBION, NY	CESSNA	152	NONE	284
59	4783F	030487	HOOKER, OK	CESSNA	P206B	NONE	294
60	5251B	032087	FRANKFORT, KY	MOONEY	M20	NONE	242
61	81SM	020787	HORSESHOE BAY, TX	PIPER	PA-42	SERIOUS	340
62	15253	030587	BROKEN ARROW, OK	BALLOON WORK	FIREFLY 7-	NONE	296
63	67767	033087	NIKOLAI, AK	CESSNA	152	MINOR	52
64	1472C	031887	GIRDWOOD, AK	PIPER	PA-18	NONE	50
66	2586G	030387	TALKEETNA, AK	CHAMPION	&GCBC	NONE	32
67	24317	020887	TUCSON, AZ	CESSNA	152	NONE	90
68	4261R	022287	TUCSON, AZ	RAVEN	S-55A	SERIOUS	92
69	4473M	030787	REFUGIO, TX	CESSNA	182P	MINOR	348
71	3750D	031987	PHOENIX, AZ	BALLOON WORK	BARNES FF-	SERIOUS	100
72	6446W	031887	ELK GROVE, CA	CESSNA	P210N	NONE	132
73	46354	011087	PALO ALTO, CA	CESSNA	152	MINOR	106
74	5448N	021287	MOBILE, AL	CESSNA	182R	NONE	74
75	5102N	030787	FAIRMONT, OK	BOEING	B75N1	MINOR	298
76	175RF	013187	JACKSONVILLE, TX	CESSNA	175	SERIOUS	324
77	90327	022087	DAYTON, WA	BELL	206B-III	NONE	382

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78	704HM	010887	ELLENSBURG, WA	CESSNA	150	FATAL	374
79	67580	010587	BERRYMAN, MO	CESSNA	152	FATAL	254
80	22684	010187	TCHULA, MS	CESSNA	150H	NONE	258
81	656R	010487	LANTANA, FL	CESSNA	310-D	NONE	148
82	7681W	022387	HAMPTON, GA	PIPER	PA-28-180	NONE	216
83	3042U	032687	TOCCOA, GA	PIPER	PA-32-300	NONE	220
84	244MB	012887	WEST POINT, VA	CESSNA	T210N	NONE	366
85	9257E	030187	DOTHAN, AL	MAULE	M-5-235C	NONE	76
86	64823	020187	FUQUAY VARINA, NC	CESSNA	152	NONE	272
87	85397	040587	HORIZON CITY, TX	AERONCA	7AC	SERIOUS	358
88	759V	031987	PALM SPRINGS, CA	CESSNA	182Q	NONE	134
89	8185K	031287	SAUGUS, CA	STINSON	108-1	NONE	130
90	6339K	033087	SANTA PAULA, CA	CESSNA	172P	MINOR	138
91	178S	030987	GEORGE WEST, TX	PIPER	PA-23-250	NONE	350
92	64943	031387	ROANOKE, TX	CESSNA	172P	NONE	352
93	6184R	010787	TALLAHASSEE, FL	CESSNA	T210F	FATAL	150
94	9073D	040587	VALDEZ, AK	PIPER	PA-18	NONE	54
95	7081D	041787	GOOSE BAY, AK	PIPER	PA-18	NONE	56
96	1604D	041887	TALKEETNA, AK	CESSNA	170	NONE	58
97	135RB	031287	KOTZEBUE, AK	PIPER	PA-18	NONE	46
98	7547E	010487	ATHOL, ID	CHAMPION	AERONCA 7F	NONE	222
99	50724	021287	MOUNTAIN HOME, ID	CESSNA	150	NONE	224
100	50922	012987	VANCOUVER, WA	CESSNA	150J	FATAL	378
101	66996	012587	FALLON, NV	MICHAEL D. M	KR-2	FATAL	278
102	69310	012887	LAS VEGAS, NV	CESSNA	402B	NONE	280

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103	2183D	041787	COLUMBUS, OH	PIPER	PA-28-181	NONE	290
104	3750D	040587	PHOENIX, AZ	BALLOON WORK	FIREFLY 8-	SERIOUS	102
105	3085R	040587	CALEXICO, CA	PIPER	PA-28R-200	NONE	144
106	2223T	042887	KENAI, AK	CESSNA	185	NONE	64
107	51205	043087	PT. MACKENZIE, AK	CESSNA	206	NONE	66
108	92524	041887	YENTNA RIVER, AK	PIPER	PA-12	NONE	60
109	9597S	042487	THEODORE RIVER, AK	CHAMPION	7ECA	NONE	62
110	61537	031287	CORDOVA, AK	CESSNA	180	NONE	44
111	1883G	021587	HAY STACK MT., AK	CHAMPION	7ECA	SERIOUS	20
113	6237M	020787	VENICE, FL	CESSNA	152	MINOR	164
114	181X	011087	PAHOKEE, FL	SMITH	AEROSTAR 6	NONE	152
115	CG0XD	011387	FT.LAUDERDALE, FL	CESSNA	182	NONE	156
116	10732	011387	BUNNELL, FL	CESSNA	150L	NONE	158
117	4613P	021287	MELBOURNE, FL	CESSNA	152	NONE	166
118	1204V	011287	STRAIGHTS OF FL, FL	CESSNA	310J	NONE	154
119	3743W	011787	FT.LAUDERDALE, FL	PIPER	PA-32-260	SERIOUS	160
120	3666K	011987	PEMBROKE PINES, FL	PIPER	J3-C65	MINOR	162
121	757DW	012087	GULF OF MEXICO, MX	CESSNA	152	MINOR	268
122	20350	021987	SAN JUAN, PR	CESSNA	172 M	NONE	308
123	8474L	021487	PELAHATCHIE, MS	CESSNA	172I	SERIOUS	260
124	41141	022487	BROOKSVILLE, FL	PIPER	J5A	NONE	176
125	72166	021287	NYSSA, OR	CESSNA	140	NONE	304
126	90270	022087	JACKSONVILLE, FL	HUGHES	269A	NONE	172
127	12198	022087	CEDAR KEY, FL	CESSNA	172M	NONE	174
128	25459	022087	NEW SMYRNA BCH, FL	PIPER	PA-38-112	NONE	170

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129	89126	022587	TALLAHASSEE, FL	CESSNA	152	NONE	178
130	2287T	022687	MELBOURNE, FL	CESSNA	A185E	NONE	180
131	39588	030687	TALLAHASSEE, FL	PIPER	PA-32RT-30	NONE	188
132	3266Y	022087	NORTH BEND, OR	CESSNA	182	FATAL	306
133	6969R	020787	BORGER, TX	CESSNA	T210L	NONE	338
134	7670S	020387	BOYD, TX	BELLANCA	SCOUT	NONE	332
135	4862Z	012987	TERREL, TX	PIPER	PA-22-108	NONE	322
136	43542	020687	WAXAHACHIE, TX	PIPER	PA-28-140	MINOR	336
137	61BC	020387	BONHAM, TX	CESSNA	210	NONE	334
138	49054	021987	PLANO, TX	CESSNA	152	NONE	344
139	66590	010487	LUFKIN, TX	BELLANCA	17-30	NONE	314
140	2592C	012487	ALPINE, TX	PIPER	PA-38-112	NONE	320
141	62462	032187	ODESSA, TX	BELL	47G-3B-1	NONE	354
142	2140D	041887	WARING, TX	PIPER	PA-28-161	NONE	362
143	3575	042587	ARDMORE, OK	BELL	47D1	NONE	300
144	72516	010887	SALEM, AR	CESSNA	120	NONE	78
145	890AC	030587	NORFOLK, NE	EMBRAER	EMB-110	NONE	276
146	9017T	020487	ROLLA, MO	CESSNA	182C	NONE	256
147	1467F	040287	TOPEKA, KS	CESSNA	A185F	NONE	240
148	71736	041787	MAMMOTH LAKES, CA	CESSNA	182M	NONE	146
150	9AR	031787	VALDEZ, AK	BELL	206B-3	FATAL	48
151	5233G	051087	PORT HEIDEN, AK	CESSNA	305	NONE	70
152	65678	050387	NORTH POLE, AK	LAKE	LA-4-200	NONE	68
153	12497	032887	CLARKSDALE, MS	CESSNA	172M	NONE	264
155	1389X	031687	ESCATAWPA, MS	KENNY DEWARD	B-8M	SERIOUS	262

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157	773WA	021587	OCHOPEE, FL	CESSNA	152	SERIOUS	168
158	16780	041187	MIAMI, FL	BELL	206L	MINOR	208
159	70PJ	041987	TUPELO, MS	CREMER	VP-1	SERIOUS	266
160	93977	022687	CLEARWATER, FL	ERCOUPE	415-C	NONE	182
161	3707F	022887	ST.AUGUSTINE, FL	GREAT LAKES	2T-1A-2	NONE	184
162	822Q	030387	KEY LARGO, FL	BEECH	B-65	NONE	186
163	3167E	042887	DAYTONA BEACH, FL	AERONCA	11AC	NONE	210
164	54552	043087	TITUSVILLE, FL	BEECH	95-C55	NONE	212
165	68PE	031487	BROOKSVILLE, FL	BLANIK	L-13	NONE	200
166	1352D	031587	BRANDON, FL	CESSNA	170A	NONE	202
167	8698T	031787	BRANFORD, FL	CESSNA	182C	NONE	204
168	5884G	020787	CLEAR LAKE, MN	CESSNA	150K	NONE	250
169	9451W	021187	OSHKOSH, WI	PIPER	PA-28-235	NONE	384
170	100LT	030887	NEW SMYRNA BCH, FL	CESSNA	337E	MINOR	190
171	18891	030887	MILTON, FL	BEECH	C24R	NONE	192
172	7645P	031187	NAVARRE, FL	PIPER	PA-24-250	NONE	194
173	4649A	031187	COCOA, FL	CESSNA	A152	NONE	196
174	5690N	040487	FULLERTON, CA	MOONEY	M20J	NONE	140
174	5456N	040487	FULLERTON, CA	CESSNA	182R	NONE	142
175	8162X	030887	SANTA YNEZ, CA	PIPER	PA-28RT-20	NONE	128
176	61639	030787	LEXINGTON, NC	CESSNA	172M	NONE	274
177	26RF	020487	KINGFISHER, OK	PIPER	PA-28	SERIOUS	292
178	6129D	020887	BAY CITY, TX	CESSNA	172N	NONE	342
179	714KG	030287	PORTER, TX	CESSNA	150M	SERIOUS	346
180	757XP	011387	COLUMBIA, SC	CESSNA	152	MINOR	310

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
181	4602R	033187	LEAKEY, TX	PIPER	PA-28-140	SERIOUS	356
183	4507C	031287	OPA LOCKA, FL	HUGHES	364HS	MINOR	198
184	95904	040187	ORLANDO, FL	CESSNA	152	NONE	206
185	93884	041787	LAKEWAY, TX	AIRCOUPE	415D	MINOR	360
186	9412D	030787	TORONTO, OH	PIPER	PA-22-160	MINOR	288
187	9522F	031787	SOUTH BEND, IN	HUGHES	269B	NONE	234
188	19984	032587	SHELBYVILLE, IN	CESSNA	172M	NONE	236
189	1156H	032887	HIBBING, MN	AERONCA	15AC	NONE	252
190	12KT	030787	ALMA, MI	BEECHCRAFT	BE 36	MINOR	248
191	22793	030787	HOPKINS, MI	CESSNA	150H	SERIOUS	246
192	7757U	031687	MUNCIE, IN	CESSNA	172E	NONE	232
194	9GD	032887	FRANKLIN, CA	JONES	PITTS SPEC	NONE	136
195	18140	011387	ELLICOTT CITY, MD	CESSNA	150L	NONE	244
196	7720D	012187	PUNGO, VA	PIPER	PA-22-150	NONE	364
197	8381Z	040887	MIDLAND, VA	CESSNA	205	MINOR	370
199	2486N	042687	MANASSAS, VA	ROBINSON	R-22B	NONE	372
200	33399	020287	WEST POINT, VA	PIPER	PA-28R-200	NONE	368

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 1 OF 1987 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1 1/19/87 CHENA HOT SPRGS,AK A/C Reg. No. N97811 Time (Lc1) - 1405 AST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-D25	ELT Installed/Activated - YES/NO
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 - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	FT. WAINWRIGHT,AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHENA HOT SPRGS,AK	CHENA HOT SPRINGS
Wind Dir/Speed- CALM		Runway Ident - 30
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - 3200/ 60
Lowest Sky/Clouds - 800 FT SCATTERED	Type of Flight Plan - VFR	Runway Surface - SNOW
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP	
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)
PRIVATE,COMMERCIAL	Current - YES	Total - 1156
SE LAND	Months Since - 4	Make/Model- 16
HELICOPTER	Aircraft Type - C-172	Instrument- 120
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 51
		Rotorcraft - 1073

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT STATED THAT AFTER TOUCHDOWN ON THE SNOW COVERED AIRSTRIP HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE PLANE TO GROUNDLOOP.

Brief of Accident (Continued)

File No. - 1 1/19/87 CHENA HOT SPRGS,AK A/C Reg. No. N97811 Time (Lc1) - 1405 AST

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

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. AIRPORT SNOW REMOVAL - NOT PERFORMED - AIRPORT PERSONNEL
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2 1/23/87 ANCHORAGE, AK A/C Reg. No. N25063 Time (Lc1) - 1408 AST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O234-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 - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MERRILL FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 24
Visibility - 60.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3999/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - ICE COVERED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 11 Last 24 Hrs - 1
	Months Since - N/A	Make/Model- 11 Last 30 Days- 10
	Aircraft Type - N/A	Instrument- 0 Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT ON THE THIRD TOUCH AND GO HE RAISED THE FLAPS AND APPLIED POWER FOR TAKEOFF WHEN THE AIRCRAFT STARTED TO SKID TO THE LEFT. HE CUT POWER, THEN LOST DIRECTIONAL CONTROL OF THE AIRPLANE CAUSING THE AIRCRAFT TO STRIKE THE SNOW BANK.

Brief of Accident (Continued)

File No. - 2 1/23/87 ANCHORAGE, AK A/C Reg. No. N25063 Time (Lcl) - 1408 AST

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

Finding(s)

1. TERRAIN CONDITION - ICY
 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

Brief of Accident

File No. - 26 1/24/87 ANCHORAGE, AK A/C Reg. No. N46362 Time (Lc1) - 1350 AST

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT
Method - N/A		BETHEL, AK	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		BETHEL, AK	MERRILL
Wind Dir/Speed- UNK/NR		ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM		Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR		Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - UNK/NR BROKEN		Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE			
Precipitation - NONE			
Condition of Light - DAYLIGHT			

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - UNK/NR
SE LAND, ME LAND, SE SEA	Months Since - 0	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-----

AFTER TAKEOFF AND DURING THE INITIAL CLIMBOUT, THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO STALL. THE AIRCRAFT STRUCK A ROW OF TREES AT THE DEPARTURE END OF THE RUNWAY. THE PLTS FLT TIME WAS NOT REPORTED OR AVAILABLE.

Brief of Accident (Continued)

File No. - 26

1/24/87

ANCHORAGE, AK

A/C Reg. No. N46362

Time (Lc1) - 1350 AST

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

Finding(s)

1. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 3. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
 4. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 7. LIFT-OFF - 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) 1,3,4,5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3 1/27/87 NORTH POLE, AK A/C Reg. No. N75LE Time (Lc1) - 1230 AST

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

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

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

Make/Model - CESSNA 185D	Eng Make/Model - CONTINENTAL IO-470F	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	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 AIRSTRIP
Method - N/A	FAIRBANKS, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BRADLEY SKY RAN, AK	Runway Ident - UNK/NR
Wind Dir/Speed- CALM		Runway Lth/Wid - UNK/NR
Visibility - 10.0 SM	ATC/Airspace	Runway Surface - GRAVEL
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan - NONE	Runway Status - UNK/NR
Lowest Ceiling - 1000 FT	Type of Clearance - NONE	
Obstructions to Vision- NONE	Type Apch/Lndg - FORCED LANDING	
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 900
SE LAND	Months Since - 5	Make/Model- 800
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE RIGHT DOWNWIND APPROACH TO THE AIRSTRIP THE AIRCRAFT RAN OUT OF FUEL; THE ENGINE QUIT AND THEN HE ATTEMPTED AN EMERGENCY LANDING. THE PLT ATTEMPTED TO LAND ON THE RWY. INSPECTION REVEALED NO FUEL IN THE ACFT AND THE FUEL GAUGES REGISTERED EMPTY.

Brief of Accident (Continued)

File No. - 3 1/27/87 NORTH POLE,AK A/C Reg. No. N75LE Time (Lc1) - 1230 AST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

----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. - 23 1/28/87 ANCHORAGE, AK A/C Reg. No. N7393U Time (Lcl) - 0515 AST

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

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

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

Make/Model - CESSNA 207	Eng Make/Model - CONTINENTAL IO 520 F	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KENAI, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	ANCHORAGE INT'L
Wind Dir/Speed- 340/004 KTS	ATC/Airspace	Runway Ident - 06R
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10897/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - ILS-COMPLETE	Runway Status - SNOW - DRY
Obstructions to Vision- FOG	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 1842
SE LAND,ME LAND	Months Since - 1	Make/Model- 557
	Aircraft Type - C-207	Instrument- 152
		Multi-Eng - 277
		Last 24 Hrs - 6
		Last 30 Days- 120
		Last 90 Days- 225

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED ONE MILE SHORT OF THE RUNWAY. THE ACCIDENT OCCURRED DURING AN ILS APPROACH IN INSTRUMENT METEOROLOGICAL CONDITIONS. DURING A POST ACCIDENT INTERVIEW WITH THE PILOT HE STATED THAT HE DID NOT RECOGNIZE AND REACT IN A TIMELY MANNER TO THE GROSS DEVIATION OF THE DECISION HEIGHT. HE CONTINUED DOWN UNTIL STRIKING THE GROUND SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 23

1/28/87

ANCHORAGE, AK

A/C Reg. No. N7393U

Time (Lcl) - 0515 AST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
 2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - LOW CEILING
 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 6. LIGHT CONDITION - DARK NIGHT
 7. PLANNED APPROACH - NOT FOLLOWED - PILOT IN COMMAND
 8. DECISION HEIGHT - DISREGARDED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7,8

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

Brief of Accident

File No. - 21 1/31/87 KENAI,AK A/C Reg. No. N7539B Time (Lcl) - 1430 AST

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

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

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

Make/Model - CHAMPION 7EC	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - SKI	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point KUSTATAN RIVER,AK	OFF AIRPORT/STRIP
Method - N/A	Destination PORT ALSWORTH,AK	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - N/A
Basic Weather - IMC	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Wind Dir/Speed- 090/020 KTS	Type of Clearance - NONE	Runway Surface - N/A
Visibility - 1.000 SM	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Lowest Sky/Clouds - 50 FT PART OBS		
Lowest Ceiling - 200 FT OVERCAST		
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1839
SE LAND,SE SEA	Months Since - 9	Make/Model- 202
	Aircraft Type - 7EC	Instrument- 50
		Multi-Eng - 10
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ALLOWED THE WING TIP TO DESCEND INTO BRUSH AND WILLOWS WHILE TURNING TO AVOID OBSCURED SKY CONDITIONS.
THE TURN WAS DOWNWIND AND THE AIRPLANE STALLED AND STRUCK THE SNOW WHILE SKIDDING SIDEWAYS.

Brief of Accident (Continued)

File No. - 21

1/31/87

KENAI, AK

A/C Reg. No. N7539B

Time (Lc1) - 1430 AST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. JUDGEMENT - IMPROPER - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH WIND
6. STALL - INADVERTENT - PILOT IN COMMAND
7. WEATHER CONDITION - LOW CEILING
8. WEATHER CONDITION - OBSCURATION
9. WEATHER CONDITION - SNOW

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 25 2/01/87 BELUGA,AK A/C Reg. No. N79416 Time (Lcl) - 1345 AST

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

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

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

Make/Model - CESSNA 172	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	OFF AIRPORT/STRIP
Method - N/A	ANCHORAGE,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM		Runway Lth/Wid - N/A
Visibility - 50.0 SM	ATC/Airspace	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Flight Plan - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type of Clearance - NONE	
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 405
SE LAND	Months Since - 7	Make/Model- 221
	Aircraft Type - C-172	Instrument- 55
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE LANDING ROLL ON A SNOW COVERED ROAD THE PILOT LOST CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 25

2/01/87

BELUGA,AK

A/C Reg. No. N79416

Time (Lc1) - 1345 AST

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

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 24 2/04/87 ANCHORAGE, AK A/C Reg. No. N7539B Time (Lcl) - 1630 AST

----Basic Information----

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

----Aircraft Information----

Make/Model - CHAMPION 7EC	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1350	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 100 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	KUSTATAN, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	LAKE HOOD
Wind Dir/Speed- 120/006 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 90.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - ICE COVERED
Obstructions to Vision- NONE	FULL STOP	SNOW - DRY
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1840
SE LAND, ME LAND	Months Since - 9	Make/Model- 203
	Aircraft Type - 7EC	Instrument- 50
		Multi-Eng - 10
		Last 24 Hrs - .5
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT-IN-COMMAND ACCOMPLISHED UNAUTHORIZED REPAIRS TO HIS AIRPLANE AFTER AN INCIDENT FOUR DAYS EARLIER. HE REPAIRED THE RIGHT MAIN LANDING GEAR BY USING A COMMON DOOR HINGE TO ATTACH IT TO THE FUSELAGE. UPON LANDING, THE DOOR HINGE FAILED AND CONTROL OF THE AIRPLANE WAS LOST.

Brief of Accident (Continued)

File No. - 24

2/04/87

ANCHORAGE, AK

A/C Reg. No. N7539B

Time (Lc1) - 1630 AST

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

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - FAILURE, TOTAL
2. MAINTENANCE, MAJOR REPAIR - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LANDING GEAR, MAIN GEAR ATTACHMENT - PREVIOUS DAMAGE
5. LANDING GEAR, MAIN GEAR ATTACHMENT - IMPROPER
6. MAINTENANCE, MAJOR REPAIR - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

7. 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) 1,2,3,4,5,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 32 2/14/87 TYONEK,AK A/C Reg. No. N6970J Time (Lcl) - 1830 AST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier -TROY AIR, INC.	SUBSTANTIAL	Fatal	Serious	Minor	None
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 -TAKEOFF					2
					1

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

Make/Model - PIPER PA-34	Eng Make/Model - CONTINENTAL TSIO-360E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	ANCHORAGE,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE,AK	BELUGA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SNOW - COMPACTED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 10275
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model- 952
	Aircraft Type - PA-34	Instrument- UNK/NR
		Multi-Eng - 6729
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ON-DEMAND AIR TAXI FLIGHT STRUCK A MOOSE DURING THE TAKEOFF ROLL AT A PRIVATE RURAL AIRSTRIP. THE TWO PILOT CREW AND ONE PASSENGER WERE UNINJURED. THE LEADING EDGE OF THE AIRCRAFT'S LEFT WING WAS SUBSTANTIALLY DAMAGED; BUT THE PILOT-IN-COMMAND ELECTED TO FLY THE AIRCRAFT TO ITS ORIGINAL DESTINATION 30 NM DISTANCE. THE FLIGHT WAS COMPLETED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 32

2/14/87

TYONEK,AK

A/C Reg. No. N6970J

Time (Lc1) - 1830 AST

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

Finding(s)

1. OBJECT - ANIMAL(S)
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 6. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 111 2/15/87 HAY STACK MT.,AK A/C Reg. No. N1883G Time (Lc1) - 1200 AST

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

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

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

Make/Model - CHAMPION 7ECA	Eng Make/Model - LYCOMING O-235-O20	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 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	LAKLOEY HILL ST,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HAYSTACK MTN,AK	Runway Ident - N/A
Wind Dir/Speed- CALM		Runway Lth/Wid - N/A
Visibility - 30.0 SM	ATC/Airspace	Runway Surface - N/A
Lowest Sky/Clouds - SCATTERED	Type of Flight Plan - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type of Clearance - NONE	
Obstructions to Vision- NONE	Type Apch/Lndg - UNK/NR	
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 - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND WAS MANEUVERING AT THE 2200 FOOT LEVEL OF HAYSTACK MOUNTAIN. HE STATED HE WAS TURNING INTO THE MOUNTAIN AT A STEEP ANGEL OF BANK. WHILE HE WAS TURNING THE AIRPLANE STRUCK THE TREES. NO MECHANICAL IRREGULARITIES WERE FOUND DURING THE ON SCENE INVESTIGATION. THE PLTS FLT TIME WAS NOT REPORTED OR AVAILABLE.

Brief of Accident (Continued)

File No. - 111

2/15/87

HAY STACK MT.,AK

A/C Reg. No. N1883G

Time (Lc1) - 1200 AST

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

Finding(s)

1. MANEUVER - EXCESSIVE - PILOT IN COMMAND
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. AIRSPEED(VS) - BELOW - PILOT IN COMMAND
 4. STALL - UNCONTROLLED - PILOT IN COMMAND
-

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

----Probable Cause----

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

Brief of Accident

File No. - 31 2/20/87 CHUGIAK,AK A/C Reg. No. N761UC Time (Lcl) - 1330 AST

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

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

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

Make/Model - CESSNA A152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ANCHORAGE,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BIRCHWOOD
Wind Dir/Speed- CALM		Runway Ident - 01
Visibility - 80.0 SM	ATC/Airspace	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - SNOW
Lowest Ceiling - 5500 FT OVERCAST	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 22
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 22
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 3
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TOUCH AND GO LANDINGS ON A SNOW COVERED RUNWAY WHEN THE PILOT LOST CONTROL OF THE AIRCRAFT, STRUCK A RUNWAY PERIMETER SNOW BERM AND NOSED OVER.

Brief of Accident (Continued)

File No. - 31

2/20/87

CHUGIAK,AK

A/C Reg. No. N761UC

Time (Lc1) - 1330 AST

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK
 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE,PSYCHOLOGICAL CONDITION - 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) 2,4

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

Brief of Accident

File No. - 33 2/21/87 ANCHORAGE, AK A/C Reg. No. N5135H Time (Lcl) - 1140 AST

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

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

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

Make/Model - PIPER PA-14	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MERRILL FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 24
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - TOUCH AND GO	Runway Status - SNOW - WET
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)
STUDENT	Current - N/A	Total - 27
	Months Since - N/A	Make/Model- 27
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 27
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TOUCH AND GO LANDINGS ON A RUNWAY PARTIALLY COVERED WITH SNOW AND ICE WHEN HE LOST CONTROL OF THE AIRCRAFT AND STRUCK A RUNWAY PERIMETER SNOW BERM. AND NOSED OVER.

Brief of Accident (Continued)

File No. - 33

2/21/87

ANCHORAGE, AK

A/C Reg. No. N5135H

Time (Lcl) - 1140 AST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
 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) 2,4

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

Brief of Accident

File No. - 48 2/23/87 ANCHORAGE, AK A/C Reg. No. N4687C Time (Lcl) - 1000 AST

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

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

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

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL C-145-2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	KING LAKE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	LAKE HOOD SEAPLANE
Wind Dir/Speed- 120/025 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ICE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - ICE COVERED
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 550
SE LAND	Months Since - 22	Make/Model- 210
	Aircraft Type - 170B	Instrument- UNK/NR
		Multi-Eng - 18
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SUCCESSFULLY LANDED HIS SKI EQUIPPED TAILWHEEL AIRPLANE ON A FROZEN LAKE IN GUSTY WIND CONDITIONS BUT LOST CONTROL OF THE AIRPLANE WHILE ATTEMPTING TO TAXI FROM UPWIND TO DOWNWIND. THE AIRPLANE STRUCK ITS LEFT WING AND ELEVATOR ON THE LAKE ICE AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 48

2/23/87

ANCHORAGE, AK

A/C Reg. No. N4687C

Time (Lc1) - 1000 AST

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

Finding(s)

1. TERRAIN CONDITION - ICY
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. WEATHER CONDITION - HIGH WIND
 6. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 7. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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. - 47 2/28/87 PALMER,AK A/C Reg. No. N9141T Time (Lcl) - 1724 AST

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

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

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

Make/Model - CESSNA 180B	Eng Make/Model - CONTINENTAL O-470K	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-AiL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	ANCHORAGE,AK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	PALMER MUNICIPAL
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - CLEAR	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 - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 100
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - 180B	Make/Model- 38
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 6
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL WHILE LANDING HIS TAIL WHEEL AIRPLANE IN A CROSSWIND. THE PILOT STATED THAT A GUST OF WIND LIFTED THE RIGHT WING AND HE WAS UNABLE TO PREVENT THE LEFT WING FROM CONTACTING THE RUNWAY. THE AIRPLANE EVENTUALLY CAME TO REST ON THE RUNWAY ON ITS NOSE AND LEFT WINGTIP.

Brief of Accident (Continued)

File No. - 47

2/28/87

PALMER, AK

A/C Reg. No. N9141T

Time (Lcl) - 1724 AST

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 41 3/01/87 ANCHORAGE, AK A/C Reg. No. N2449J Time (Lcl) - 1358 AST

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

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

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

Make/Model - CESSNA 185F	Eng Make/Model - CONTINENTALS IO-520D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KENAI, AK	LAKE HOOD STRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 90.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4050
SE LAND, SE SEA	Months Since - 5	Make/Model- UNK/NR
	Aircraft Type - C-185	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS UNABLE TO START HIS AIRPLANE DUE TO A WEAK BATTERY AND ELECTED TO START THE UNSECURED ACFT'S ENGINE BY HAND-PROPPING. THE ENGINE STARTED AND THE AIRPLANE ACCELERATED AWAY FROM ITS TIE-DOWN AREA AND INTO A BUILDING BEFORE THE PILOT COULD REENTER THE COCKPIT.

Brief of Accident (Continued)

File No. - 41 3/01/87 ANCHORAGE,AK A/C Reg. No. N2449J Time (Lc1) - 1358 AST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 3. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INITIATED - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 66 3/03/87 TALKEETNA,AK A/C Reg. No. N2586G Time (Lcl) - 1230 AST

----Basic Information----

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

----Aircraft Information----

Make/Model - CHAMPION &GCBC	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2044
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - 7GCBC	Make/Model- 700
		Instrument- 380
		Multi-Eng - 1344
		Last 30 Days- 7
		Last 90 Days- 16

Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT DURING THE INITIAL CLIMB OUT HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE PLANE TO STALL AND STRIKE A SMALL TREE NEXT TO THE RUNWAY. AT THE TIME OF THE ACCIDENT THE WIND WAS 330 DEGREES AT 3 KNOTS.

Brief of Accident (Continued)

File No. - 66

3/03/87

TALKEETNA, AK

A/C Reg. No. N2586G

Time (Lcl) - 1230 AST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 44 3/05/87 NENANA, AK A/C Reg. No. N4724M Time (Lcl) - 1200 AST

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

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

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

Make/Model - PIPER PA-11	Eng Make/Model - LYCOMING O-235-C	ELT Installed/Activated - YES/YES
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 - 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	NORTH POLE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FAIRBANKS, AK	Runway Ident - N/A
Wind Dir/Speed- 360/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 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 - 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)
PRIVATE	Current - YES	Total - 400
SE LAND	Months Since - 12	Last 24 Hrs - 2
	Aircraft Type - PA-11	Make/Model- 400
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 48

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST CONTROL ON TAKEOFF, STALLED AND CRASHED ON A FROZEN LAKE. DURING THE INTERVIEW WITH THE PILOT, HE STATED THAT THE ENGINE QUIT ON INITIAL CLIMBOUT; HE BELIEVED HE DID NOT PRE-HEAT THE ENGINE LONG ENOUGH BEFORE TAKEOFF. AT THE TIME OF THE ACCIDENT THE TEMPERATURE WAS -5 DEGREES FAHRENHEIT.

Brief of Accident (Continued)

File No. - 44

3/05/87

NENANA,AK

A/C Reg. No. N4724M

Time (Lcl) - 1200 AST

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

Finding(s)

1. LUBRICATING SYSTEM - FROZEN
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. FLUID,OIL - PRESSURE TOO LOW
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

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) 2,4,5,6

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. - 46 3/07/87 ANCHORAGE, AK A/C Reg. No. N6140C Time (Lcl) - 1530 AST

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

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

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

Make/Model - BELL HELICOPTER 47G-2	Eng Make/Model - LYCOMING VO-435-B1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 265 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CAMPBELL AIRSTRIP
Wind Dir/Speed- 350/008 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - SNOW
Lowest Ceiling - 9000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
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)
COMMERCIAL, ATP, CFI	Current - YES	Total - 31000
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model- 190
HELICOPTER	Aircraft Type - 747-300	Instrument- 464
		Multi-Eng - 24409
		Last 24 Hrs - 16
		Last 30 Days- UNK/NR
		Last 90 Days- 230
		Rotorcraft - 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A FLIGHT INSTRUCTOR AND HIS COMMERCIAL ROTORCRAFT STUDENT WERE PRACTICING QUICK STOPS TO A HOVER AT LOW ALTITUDE OVER A SNOW COVERED NON-MAINTAINED AIRSTRIP. THE STUDENT, A COMMERCIALY RATED FIXED WING PILOT, HAD SUCCESSFULLY COMPLETED THREE QUICK STOPS, BUT STRUCK THE TAIL ROTOR ON THE RUNWAY SURFACE ON HIS FOURTH ATTEMPT CAUSING THE TAIL ROTOR TO SEPARATE FROM THE AIRCRAFT. THE FLIGHT INSTRUCTOR TOOK THE CONTROLS AND MADE AN EMERGENCY LANDING. THE HELICOPTER LANDED HARD AND ROLLED ONTO ITS RIGHT SIDE. THE HELICOPTER WAS SUBSTANTIALLY DAMAGED, BUT NEITHER PILOT WAS INJURED.

Brief of Accident (Continued)

File No. - 46

3/07/87

ANCHORAGE, AK

A/C Reg. No. N6140C

Time (Lc1) - 1530 AST

Occurrence #1 ABRUPT MANEUVER

Phase of Operation HOVER

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - DUAL STUDENT
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND(CFI)
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 4. ALTITUDE - IMPROPER - PILOT IN COMMAND(CFI)
 5. MANEUVER - IMPROPER - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation HOVER

----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. - 43 3/08/87 KOTZEBUE,AK A/C Reg. No. N67688 Time (Lcl) - 1600 AST

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

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

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

Make/Model - DEHAVILLAND DHC-2	Eng Make/Model - P&W R-985	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	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	KOTZEBUE,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 060/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7300
SE LAND,SE SEA	Months Since - 15	Last 24 Hrs - 6
	Aircraft Type - DHC-2	Make/Model- 1199
		Last 30 Days- 7
		Instrument- 12
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE ENCOUNTERED A COMPLETE WHITEOUT CONDITION AND DURING THE EMERGENCY LANDING ON THE FROZEN LAKE HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE LEFT WING TO STRIKE THE GROUND.

Brief of Accident (Continued)

File No. - 43

3/08/87

KOTZEBUE,AK

A/C Reg. No. N67688

Time (Lcl) - 1600 AST

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

Finding(s)

1. WEATHER CONDITION - WHITEOUT
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE,PRESSURE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. FLARE - MISJUDGED - PILOT IN COMMAND
 6. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 42 3/08/87 FAIRBANKS, AK A/C Reg. No. N4570C Time (Lc1) - 1410 AST

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

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

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

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	EIELSON
Wind Dir/Speed- 310/003 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 70.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 14514/ 150
Lowest Sky/Clouds - 7500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 93
SE LAND	Months Since - 1	Last 24 Hrs - 0
	Aircraft Type - 172	Make/Model- 4
		Instrument- 4
		Last 30 Days- 2
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST CONTROL OF THE ACFT AFTER THE TAIL WAS RAISED DURING TAKEOFF. THE ACFT GROUNDLOOPED AND COLLIDED WITH A SNOW BANK WHICH DAMAGED THE RT WING, LANDING GEAR AND ELEVATOR.

Brief of Accident (Continued)

File No. - 42

3/08/87

FAIRBANKS,AK

A/C Reg. No. N4570C

Time (Lc1) - 1410 AST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - GROUND RUN
1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

----Probable Cause----

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

Brief of Accident (Continued)

File No. - 45

3/12/87

ANCHORAGE, AK

A/C Reg. No. N5972T

Time (Lcl) - 1303 AST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. 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

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. - 110 3/12/87 CORDOVA, AK A/C Reg. No. N61537 Time (Lcl) - 1850 AST

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-4	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3190	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	ANCHORAGE, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CORDOVA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 1900/ 80
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4320 Last 24 Hrs - 2
SE LAND, SE SEA	Months Since - 20	Make/Model- 426 Last 30 Days- 3
	Aircraft Type - 180	Instrument- 31 Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AFTER TOUCHDOWN AND ABOUT 150 FEET OF THE ROLL, THE PILOT LOST DIRECTIONAL CONTROL CAUSING THE AIRCRAFT TO EXIT THE GRAVEL RUNWAY AND STRIKING TWO PARKED AIRCRAFT.

Brief of Accident (Continued)

File No. - 110

3/12/87

CORDOVA, AK

A/C Reg. No. N61537

Time (Lc1) - 1850 AST

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

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 3. TERRAIN CONDITION - SOFT
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. TERRAIN CONDITION - WET
-

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

Finding(s)

6. OBJECT - AIRCRAFT PARKED
-

----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

Brief of Accident (Continued)

File No. - 97

3/12/87

KOTZEBUE,AK

A/C Reg. No. N135RB

Time (Lc1) - 1130 AST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

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) 1,3

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. - 150 3/17/87 VALDEZ,AK A/C Reg. No. N9AR Time (Lcl) - 0836 AST

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

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

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

Make/Model - BELL 206B-3	Eng Make/Model - ALLISON 250-C20J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 317 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	VALDEZ,AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed - CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 200.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 11000
SE LAND	Months Since - 8	Make/Model- 25000
HELICOPTER	Aircraft Type - 206	Instrument- 1000
		Last 24 Hrs - 8
		Last 30 Days - 100
		Last 90 Days - 300
		Rotorcraft - 10800

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER COLLIDED WITH TRANSMISSION LINES WHILE ON PIPELINE PATROL, FATALLY INJURING THE PILOT AND SERIOUSLY INJURING THE OBSERVER. THE OBSERVER STATED THAT HE AND THE PILOT HAD BEEN FLYING TOWARDS A BURNING OBJECT ON THE SNOW NEAR TWO SNOW MACHINES WHEN THEY STRUCK THE WIRE. THE BURNING OBJECT WAS LATER DISCOVERED TO BE A HAZARD WARNING BALL WHICH HAD APPARENTLY IGNITED ON THE TRANSMISSION LINE AND FALLEN TO THE GROUND.

Brief of Accident (Continued)

File No. - 150

3/17/87

VALDEZ,AK

A/C Reg. No. N9AR

Time (Lc1) - 0836 AST

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION(MARKED)
2. VISUAL LOOKOUT - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 64 3/18/87 GIRDWOOD, AK A/C Reg. No. N1472C Time (Lcl) - 1000 AST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GIRDWOOD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 19
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 21/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - SNOW
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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 300
SE LAND	Months Since - 0	Make/Model- 300
	Aircraft Type - UNK/NR	Instrument- 8
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING TAXI FOR TAKEOFF HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO EXIT THE TAXIWAY AND STRIKE A SNOWBANK.

Brief of Accident (Continued)

File No. - 64

3/18/87

GIRDWOOD, AK

A/C Reg. No. N1472C

Time (Lcl) - 1000 AST

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 63 3/30/87 NIKOLAI,AK A/C Reg. No. N67767 Time (Lcl) - 1630 AST

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

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

-----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	FAIRBANKS,AK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	NIKOLIAN,AK	Runway Ident - N/A
Wind Dir/Speed- 100/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 53
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 53
		Last 30 Days- 20
		Instrument- 1
		Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT HE WAS ON A SOLO CROSS COUNTRY FLIGHT WHEN HE REPORTED THAT HE WAS LOST AND LOW ON FUEL. HE ATTEMPTED AN EMERGENCY LANDING BUT CRASHED 200 FEET SHORT OF THE RUNWAY. THE FLIGHT INSTRUCTOR STATED THAT THE AIRCRAFT WAS OUT OF FUEL AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 63

3/30/87

NIKOLAI,AK

A/C Reg. No. N67767

Time (Lc1) - 1630 AST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
 5. BECAME LOST/DISORIENTED - INADVERTENT - 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

----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

Brief of Accident

File No. - 94 4/05/87 VALDEZ,AK A/C Reg. No. N9073D Time (Lcl) - 0830 ADT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	VALDEZ
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SNOW - WET
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	Current - YES	Total - 1036
SE LAND	Months Since - UNK/NR	Make/Model- 232
	Aircraft Type - 172	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 40
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE COULD NOT KEEP THE SKI EQUIPPED AIRCRAFT FROM BANKING TO THE LEFT AFTER TAKE OFF AND ELECTED TO REDUCE POWER AND LAND. THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE WHEN THE LEFT WING TIP STRUCK THE GROUND AND CARTWHEELED DURING THE LANDING. THE AIRCRAFT HAD BEEN FLOWN THE PRECEEDING DAY WITHOUT INCIDENT OR MALFUNCTION AND HAD BEEN PARKED OUTSIDE DURING A SNOW STORM PRIOR TO THE FLIGHT. A POST ACCIDENT FLIGHT CONTROL CONTINUITY CHECK DISCOVERED NO ABNORMALITIES.

Brief of Accident (Continued)

File No. - 94

4/05/87

VALDEZ,AK

A/C Reg. No. N9073D

Time (Lc1) - 0830 ADT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 3. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
 4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

Brief of Accident

File No. - 95 4/17/87 GOOSE BAY, AK A/C Reg. No. N7081D Time (Lcl) - 1900 ADT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ANCHORAGE, AK	ON AIRSTRIP
Method - N/A	Destination SAME AS ACC/INC	Airport Data
Completeness - N/A		GOOSE BAY
Basic Weather - VMC	ATC/Airspace	Runway Ident - 25
Wind Dir/Speed- 060/005 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 80
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Sky/Clouds -	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Ceiling -		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----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 - 125
SE LAND	Months Since - 4	Make/Model- 4
	Aircraft Type - PA-18	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 3
		Last 90 Days- 4
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF ROLL AT A GRAVEL AIR STRIP HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 95

4/17/87

GOOSE BAY, AK

A/C Reg. No. N7081D

Time (Lc1) - 1900 ADT

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

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 96 4/18/87 TALKEETNA, AK A/C Reg. No. N1604D Time (Lcl) - 1400 ADT

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

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

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

Make/Model - CESSNA 170	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 - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TALKEETNA
Wind Dir/Speed- CALM		Runway Ident - 36
Visibility - 50.0 SM	ATC/Airspace	Runway Lth/Wid - 4000/ 80
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - VFR	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2494
SE LAND, SE SEA	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - 170	Last 30 Days- UNK/NR
		Last 90 Days- 99
		Rotorcraft - UNK/NR
		Multi-Eng - 1914

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON ACCELERATION FOR TAKEOFF THE FRONT SEAT ADJUSTING CATCH BECAME DISENGAGED SLIDING AFT TO THE REAR. THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK. EXAMINATION OF THE LEFT SEAT TRACK SHOWS THE TRACK WAS WORN OUT AND DISTORTED TO THE POINT WHERE THE ADJUSTMENT PIN WOULD NOT LOCK IN THE FULL DOWN POSITION.

Brief of Accident (Continued)

File No. - 96

4/18/87

TALKEETNA,AK

A/C Reg. No. N1604D

Time (Lc1) - 1400 ADT

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

Finding(s)

1. FUSELAGE,SEAT - DISTORTED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. FUSELAGE,SEAT - WORN
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 108 4/18/87 YENTNA RIVER, AK A/C Reg. No. N92524 Time (Lcl) - 1300 ADT

-----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 -TAKEOFF			0	0	0	1

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1935	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ANCHORAGE, AK	OFF AIRPORT/STRIP
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Wind Dir/Speed- 320/005 KTS	Type of Clearance - NONE	Runway Surface - N/A
Visibility - 90.0 SM	Type Apch/Lndg - NONE	Runway Status - N/A
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - 10000 FT BROKEN		
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)
PRIVATE	Current - YES	Total - 158
SE LAND	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - PA-12	Make/Model- 158
		Last 30 Days- 15
		Instrument- 0
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF ROLL ON THE GRAVEL BAR HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 108

4/18/87

YENTNA RIVER, AK

A/C Reg. No. N92524

Time (Lc1) - 1300 ADT

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
 2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 109 4/24/87 THEODORE RIVER, AK A/C Reg. No. N9597S Time (Lc1) - 1330 ADT

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

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

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

Make/Model - CHAMPION 7ECA	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WASILLA, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM		Runway Lth/Wid - N/A
Visibility - 60.0 SM	ATC/Airspace	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Flight Plan - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type of Clearance - NONE	
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 120
SE LAND	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - 7ECA	Make/Model- 102
		Instrument- 2
		Last 30 Days- 2
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE LANDING ROLL ON THE GRAVEL BAR HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 109

4/24/87

THEODORE RIVER, AK

A/C Reg. No. N9597S

Time (Lc1) - 1330 ADT

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

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 3. AIRCRAFT HANDLING - NOT MAINTAINED - 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

Brief of Accident

File No. - 106 4/28/87 KENAI, AK A/C Reg. No. N2223T Time (Lcl) - 1230 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	2
Accident Occurred During -LANDING						

----Aircraft Information----

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO 520	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3320	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 AIRSTRIP
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KENAI, AK	JOHNSON AIRSTRIP
Wind Dir/Speed- 360/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND, ME LAND	Months Since - 12	Make/Model- 1200
	Aircraft Type - 185	Instrument- 150
		Multi-Eng - 100
		Last 24 Hrs - 2
		Last 30 Days- 2
		Last 90 Days- 2
		Rotorcraft - 5000

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT STATED THAT DURING THE LANDING ROLL HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 106

4/28/87

KENAI, AK

A/C Reg. No. N2223T

Time (Lcl) - 1230 ADT

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

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 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) 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. - 107 4/30/87 PT. MACKENZIE,AK A/C Reg. No. N51205 Time (Lcl) - 1428 ADT

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

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

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

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL IO 520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ANCHORAGE,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4950
SE LAND,ME LAND	Months Since - 9	Make/Model- 3500
	Aircraft Type - 206	Instrument- 80
		Multi-Eng - 150
		Last 24 Hrs - 3
		Last 30 Days- 70
		Last 90 Days- 145

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF ROLL ON THE BEACH THE AIRCRAFT STRUCK A SAND BAR CAUSING THE AIRCRAFT TO NOSE OVER ON THE BEACH.

Brief of Accident (Continued)

File No. - 107

4/30/87

PT. MACKENZIE, AK

A/C Reg. No. N51205

Time (Lcl) - 1428 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN
1. TERRAIN CONDITION - SAND BAR
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 152 5/03/87 NORTH POLE,AK A/C Reg. No. N65678 Time (Lc1) - 2135 ADT

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

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

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

Make/Model - LAKE LA-4-200	Eng Make/Model - LYCOMING IO-360-A18	ELT Installed/Activated - YES/YES
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2690	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 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- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND,SE SEA	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 PILOT STATED THAT SHORTLY AFTER LIFTING OFF THE WATER THE ENGINE QUIT; THE AIRCRAFT CRASHED ON THE GRAVEL BAR. THE PILOT ALSO STATED THAT HE RAN OUT OF FUEL. THE PLTS FLT TIME WAS NOT REPORTED OR AVAILABLE.

Brief of Accident (Continued)

File No. - 152

5/03/87

NORTH POLE, AK

A/C Reg. No. N65678

Time (Lcl) - 2135 ADT

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

Finding(s)

1. FUEL SYSTEM - EXHAUSTION
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. FUEL SYSTEM, TANK - EXHAUSTION
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 151 5/10/87 PORT HEIDEN, AK A/C Reg. No. N5233G Time (Lc1) - 1645 ADT

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

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

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

Make/Model - CESSNA 305	Eng Make/Model - CONTINENTAL O-470-11	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 200 HP	

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

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

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 820
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 200
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ATTEMPTED A LANDING ON THE BEACH. AFTER THE LANDING ROLL THE AIRCRAFT STRUCK A SAND BAR CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 151

5/10/87

PORT HEIDEN, AK

A/C Reg. No. N5233G

Time (Lc1) - 1645 ADT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SAND BAR
 2. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - 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) 2,4

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. - 34 1/08/87 TUSKEGEE, AL A/C Reg. No. N3971L Time (Lcl) - 1840 CST

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

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

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

Make/Model - CESSNA 172G	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TUSKEGEE
Wind Dir/Speed- 290/005 KTS		Runway Ident - 31
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - 5000 -UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 80	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 50000
SE LAND	Months Since - 12	Make/Model- 10000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 50
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING A TOUCH AND GO ATTEMPT, THE PILOT EXPERIENCED AN ENGINE FAILURE SHORTLY AFTER LIFTOFF. THE PILOT SAFELY LANDED ON THE RUNWAY, BUT DID NOT HAVE SUFFICIENT RUNWAY TO STOP THE AIRCRAFT BEFORE RUNNING OFF THE DEPARTURE END OF 31. THE AIRCRAFT NOSED OVER INTO A DITCH. THE WRECKAGE EXAMINATION DISCLOSED THAT VISIBLE CONTAMINATES WERE PRESENT IN THE FUEL FILTER AND CARBURETOR BOWL. THERE WAS AN UNDISCLOSED AMOUNT OF FUEL FOUND IN THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 34

1/08/87

TUSKEGEE,AL

A/C Reg. No. N3971L

Time (Lcl) - 1840 CST

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

Finding(s)

1. FUEL SYSTEM, FILTER - CONTAMINATION
2. FUEL SYSTEM, CARBURETOR - CONTAMINATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. AIRPORT FACILITIES - UNAVAILABLE
4. TERRAIN CONDITION - DITCH

----Probable Cause-----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 74 2/12/87 MOBILE,AL A/C Reg. No. N5448N Time (Lcl) - 1824 CST

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

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

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

Make/Model - CESSNA 182R	Eng Make/Model - CONTINENTAL O-470U	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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	MELBOURNE,FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MOBILE,AL	BATES FIELD
Wind Dir/Speed- 240/009 KTS		Runway Ident - 36
Visibility - UNK/NR	ATC/Airspace	Runway Lth/Wid - 4365/ 150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - VFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1038
SE LAND,ME LAND	Months Since - 4	Make/Model- 50
	Aircraft Type - UNK/NR	Instrument- 85
		Multi-Eng - 108
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT WAS MAKING A SECOND ATTEMPT TO LAND AFTER A HARD LDG, BOUNCE, AND SUBSEQUENT GO-AROUND. ON THE FIRST ATTEMPT, THE ACFT TOUCHED DOWN HARD ON ALL THREE WHEELS AND SWERVED TO THE RT. THE STUDENT PLT REPORTEDLY PULLED THE NOSE UP AND THE ACFT BEGAN TO PORPOISE. THE CFI ASSUMED CONTROL AND ATTEMPTED TO MINIMIZE THE BOUNCE. LATER EXAMINATION OF THE ACFT REVEALED DAMAGE TO THE NOSE GEAR AND FIREWALL. THE CFI REPORTED THAT BOTH HE AND THE STUDENT HAD BEEN AWAKE FOR 14 HRS AND HAD FLOWN NEARLY 8 HRS AT THE TIME OF THE MISHAP.

Brief of Accident (Continued)

File No. - 74

2/12/87

MOBILE,AL

A/C Reg. No. N5448N

Time (Lcl) - 1824 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. FLARE - INADEQUATE - DUAL STUDENT
 3. WEATHER CONDITION - CROSSWIND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
-

----Probable Cause----

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

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. - 85 3/01/87 DOTHAN,AL A/C Reg. No. N9257E Time (Lcl) - 0920 CST

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

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

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

Make/Model - MAULE M-5-235C	Eng Make/Model - LYCOMING O-540-J1A5D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	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 DOTHAN,AL	ON AIRSTRIP
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	Runway Ident - 36
Basic Weather	ATC/Airspace	Runway Lth/Wid - 1300 -UNK/NR
Wind Dir/Speed- 270/012 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Sky/Clouds - 2500 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL	Current - YES	Total - 1983
SE LAND,ME LAND	Months Since - 4	Make/Model- 127
	Aircraft Type - UNK/NR	Instrument- 13
		Multi-Eng - 11
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT NOSED OVER WHEN HE APPLIED THE BRAKES DURING LDG ROLL-OUT. HE ESTIMATED HIS GROUND SPEED TO BE ABOUT 15-20 MPH AT THE TIME.

Brief of Accident (Continued)

File No. - 85

3/01/87

DOTHAN,AL

A/C Reg. No. N9257E

Time (Lcl) - 0920 CST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 144 1/08/87 SALEM,AR A/C Reg. No. N72516 Time (Lcl) - 1400 CST

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

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

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

Make/Model - CESSNA 120	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP
Method - N/A		PADUCAH,KY	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		FAYETTEVILLE,AR	
Wind Dir/Speed- 270/005 KTS		ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -		Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 4500 FT BROKEN		Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE			
Precipitation - NONE			
Condition of Light - DAYLIGHT			

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1236
SE LAND,ME LAND	Months Since - 1	Make/Model- 8
HELICOPTER	Aircraft Type - PA23160	Instrument- 69
		Multi-Eng - 7
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 174
		Rotorcraft - 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS BEING FERRIED WHEN THE ENGINE FAILED. THE ONLY AVAILABLE FIELD HAD CATTLE, HILLS AND TREES. ON LANDING ROLL THE PILOT HAD TO BRAKE HARD TO AVOID TREES. THE AIRPLANE NOSED OVER TO THE INVERTED POSITION. INSPECTION REVEALED TOTAL ENGINE FAILURE WITH A LARGE HOLE IN THE SIDE OF THE CRANKCASE. DISASSEMBLY OF THE ENG REVEALED A BROKEN CONNECTING ROD.

Brief of Accident (Continued)

File No. - 144

1/08/87

SALEM, AR

A/C Reg. No. N72516

Time (Lc1) - 1400 CST

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 29 1/08/87 FORREST CITY, AR A/C Reg. No. N68792 Time (Lcl) - 1100 CST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point JONESBORO, AR	ON AIRPORT
Method - N/A	Destination SAME AS ACC/INC	Airport Data
Completeness - N/A	ATC/Airspace	MUNICIPAL
Basic Weather - VMC	Type of Flight Plan - VFR	Runway Ident - 35
Wind Dir/Speed- 050/008 KTS	Type of Clearance - NONE	Runway Lth/Wid - 3000/ 50
Visibility - 7.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	FULL STOP	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 25 Last 24 Hrs - 1
	Months Since - N/A	Make/Model- 25 Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 1 Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS LANDING AFTER ONE LEG OF A SOLO CROSS-COUNTRY FLIGHT. THE AIRPLANE RAN OFF THE RIGHT SIDE OF THE RUNWAY AND INTO A SMALL DRAINAGE DITCH.

Brief of Accident (Continued)

File No. - 29

1/08/87

FORREST CITY, AR

A/C Reg. No. N68792

Time (Lc1) - 1100 CST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

2. TERRAIN CONDITION - 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. - 28 1/20/87 ARKADELPHIA, AR A/C Reg. No. N6636H Time (Lc1) - 1720 CST

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

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

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

Make/Model	- BEECH BE-77	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1675	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 115 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- TELEPHONE	RUSTON, LA	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	MUNICIPAL
Wind Dir/Speed	- 330/007 KTS	ATC/Airspace	Runway Ident - 22
Visibility	- 7.0 SM	Type of Flight Plan	- VFR
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- NONE
Lowest Ceiling	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN
Obstructions to Vision	- NONE		FULL STOP
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 18	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 - 4
	Months Since - N/A	Make/Model - 25	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 1	Last 90 Days - 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS LANDING AT THE HOME AIRPORT AFTER HER SOLO CROSS-COUNTRY FLIGHT WHEN THE AIRPLANE WENT OFF THE LEFT SIDE OF THE RUNWAY. IT ROLLED ACROSS A GRASSY AREA AND THEN WENT INTO A LARGE WATER/MUDHOLE. THE NOSE GEAR COLLAPSED WHEN IT IMPACTED THE DIRT BANK ON THE SIDE OF THE HOLE. THE AIRPLANE FLIPPED FORWARD TO THE INVERTED POSITION.

Brief of Accident (Continued)

File No. - 28

1/20/87

ARKADELPHIA, AR

A/C Reg. No. N6636H

Time (Lc1) - 1720 CST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

2. TERRAIN CONDITION - WATER, GLASSY
3. TERRAIN CONDITION - DIRT BANK

Occurrence #3 MAIN GEAR COLLAPSED
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

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. - 9 1/04/87 WICKENBURG,AZ A/C Reg. No. N3587U Time (Lcl) - 1100 MST

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

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

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

Make/Model - CESSNA 182F	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point BULLHEAD,AZ	OFF AIRPORT/STRIP
Method - N/A	Destination WICKENBURG,AZ	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Wind Dir/Speed- UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
Visibility - 50.0 SM	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 5	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) - NONE

-----Narrative-----

DURING A PLEASURE CROSS-COUNTRY FLIGHT, THE ENGINE QUIT APPROXIMATELY 2 MILES WEST OF THE WICKENBURG AIRPORT AND THE PILOT MADE A FORCED LANDING OFF THE ARPT IN A FIELD. EXAMINATION OF THE AIRCRAFT REVEALED THAT THE FUEL SELECTOR WAS POSITIONED TO THE RIGHT TANK. VISUAL INSPECTION OF THE FUEL TANKS REVEALED THAT THE RIGHT TANK WAS EMPTY AND NO FUEL DRAINED FROM THE SUMP. THE LEFT TANK HAD A TRACE OF FUEL BUT NOT DRAINED FROM THE SUMP. THE PLT'S FLYING TIME WAS NOT AVAILABLE/NOT REPORTED.

Brief of Accident (Continued)

File No. - 9 1/04/87 WICKENBURG,AZ A/C Reg. No. N3587U Time (Lc1) - 1100 MST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

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

Finding(s)

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

Brief of Accident (Continued)

File No. - 4

1/28/87

MESA, AZ

A/C Reg. No. N95529

Time (Lc1) - 1204 MST

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - DITCH
-

----Probable Cause----

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

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

Brief of Accident

File No. - 51 1/31/87 MARANA, AZ A/C Reg. No. N5727S Time (Lcl) - 1200 MST

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

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

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

Make/Model - SCHWEIZER SGS 2-33	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 1040	Engine Type - N/A	
No. of Seats - 2	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MARANA, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	EL TIRO GLIDER PORT
Wind Dir/Speed- 310/008 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 70
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 35
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

DURING A WINCH TOW, THE CABLE PREMATURELY RELEASED THE GLIDER AT APPROXIMATELY 100 TO 150 FEET. THE GLIDER REMAINED IN A NOSE HIGH ATTITUDE MOMENTARILY THEN BEGAN A SHALLOW DESCENDING RIGHT TURN. AT APPROXIMATELY 75 FEET THE ROLL, PITCH, AND DESCENT RATE ACCELERATED. THE GLIDER COMPLETED APPROXIMATELY 140 DEGREES OF TURN THEN COLLIDED WITH THE TERRAIN IN A STEEP NOSE DOWN ATTITUDE. SERVICE BULLETIN NO. SA-001 AND AIRWORTHINESS DIRECTIVE 87-02-01 WERE ADOPTED TO PREVENT THE POSSIBILITY OF AN INADVERTENT TOW-HOOK RELEASE DURING TOWING OPERATIONS. THE AD HAD NOT BEEN COMPLIED WITH AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 51

1/31/87

MARANA, AZ

A/C Reg. No. N5727S

Time (Lc1) - 1200 MST

Occurrence #1 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - DEPLOYED INADVERTENTLY
 2. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - COMPANY/OPERATOR MGMT
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
 4. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED - COMPANY/OPERATOR MGMT
-

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

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

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

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. - 67 2/08/87 TUCSON,AZ A/C Reg. No. N24317 Time (Lcl) - 0930 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -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 - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TUCSON,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 120/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 793
SE LAND,ME LAND	Months Since - 1	Make/Model- 319
	Aircraft Type - PA23250	Instrument- 112
		Multi-Eng - 11
		Last 24 Hrs - UNK/NR
		Last 30 Days- 5
		Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL DUAL INSTRUCTIONAL FLIGHT, THE PILOT REPORTED THAT THE AIRCRAFT DEVELOPED A VIBRATION AND A SUBSTANTIAL POWER LOSS. THE ACFT WAS FORCED TO LAND OFF THE ARPT IN THE HIGH VEGETATION. EXAMINATION OF THE AIRCRAFT REVEALED THAT THE #3 CYLINDER WAS NOT DEVELOPING COMPRESSION. THE PROPELLER WAS ROTATED AND THE PISTON WOULD NOT RESPOND. THE #3 CYLINDER ASSEMBLY AND PISTON WERE REMOVED AND FOUND THAT THE CONNECTING ROD BEARING WAS BADLY SCORED WITH NO APPARENT LUBRICATION VISIBLE. ONE CONNECTING ROD BOLT WAS FOUND SHEARED. A SAMPLE OF OIL WAS ANALYZED AND FOUND TO CONTAIN A SLIGHTLY HIGH CONTENT OF DIRT. A HIGH CONTENT OF ALUMINUM AND COPPER WERE ALSO NOTED.

Brief of Accident (Continued)

File No. - 67

2/08/87

TUCSON,AZ

A/C Reg. No. N24317

Time (Lc1) - 0930 MST

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - CHAFED
 2. MAINTENANCE,SERVICE OF AIRCRAFT - POOR - COMPANY MAINTENANCE PSNL
 3. FLUID,OIL - STARVATION
 4. FLUID,OIL - CONTAMINATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

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

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. - 68 2/22/87 TUCSON,AZ A/C Reg. No. N4261R Time (Lcl) - 1030 MST

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

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

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

Make/Model - RAVEN S-55A	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1435	Engine Type - N/A		
No. of Seats - UNK/NR	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TUCSON,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 080/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
FREE BALLOON	Aircraft Type - S-55A	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 A PLEASURE FLIGHT, THE PILOT REPORTED THAT UPON TAKE-OFF, THE WIND WAS CALM. WHILE IN-FLIGHT THE WIND INCREASED AND THE PILOT PREPARED FOR A HIGH WIND LANDING. THE BALLOON TOUCHED-DOWN HARD AND HIT A BUSH. THE PILOT AND ONE PASSENGER WERE EJECTED FROM THE GONDOLA. THE BALLOON BECAME AIRBORNE THEN TOUCHED-DOWN A SECOND TIME APPROXIMATELY 50 YARDS FROM THE INITIAL IMPACT. THE PILOT'S FLT TIME WAS NOT REPORTED/NOT AVAILABLE.

Brief of Accident (Continued)

File No. - 68

2/22/87

TUCSON,AZ

A/C Reg. No. N4261R

Time (Lc1) - 1030 MST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION

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

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. - 53 2/27/87 ROOSEVELT,AZ A/C Reg. No. N7572F Time (Lc1) - 1415 MST

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

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

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

Make/Model - CHAMPION 7KCAB	Eng Make/Model - LYCOMING IO-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CHANDLER,AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ROOSEVELT,AZ	GRAPEVINE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3900 -UNK/NR
Lowest Sky/Clouds - 3000 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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 353
SE LAND	Months Since - 4	Make/Model- 52
	Aircraft Type - 7KCAB	Instrument- 15
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A PLEASURE CROSS-COUNTRY FLIGHT, THE PILOT REPORTED THAT DURING THE LANDING ROLL, THE PASSENGER WAS MOVING AROUND IN THE BACK SEAT AND ACCIDENTALLY PRESSED ON THE RIGHT BRAKE. BEFORE THE PILOT COULD GET THE AIRCRAFT UNDER CONTROL, THE AIRCRAFT RAN OFF THE RUNWAY AND COLLIDED WITH THE TERRAIN. THE PILOT REPORTED NO MECHANICAL FAILURE OR MALFUNCTION WITH THE AIRCRAFT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 53

2/27/87

ROOSEVELT,AZ

A/C Reg. No. N7572F

Time (Lcl) - 1415 MST

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

Finding(s)

1. RUDDER - INADVERTENT USE - PASSENGER
2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - SOFT

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

Brief of Accident (Continued)

File No. - 55

2/28/87

OATMAN,AZ

A/C Reg. No. N4786B

Time (Lc1) - 1110 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WIND INFORMATION - NOT ATTAINED - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 54 3/02/87 PRESCOTT, AZ A/C Reg. No. N1474R Time (Lcl) - 1505 MST

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

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

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

Make/Model - GRUMMAN AA-1B	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PRESCOTT, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRESCOTT
Wind Dir/Speed- CALM		Runway Ident - 21
Visibility - 65.0 SM	ATC/Airspace	Runway Lth/Wid - 7616/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - SNOW - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	TOUCH AND GO	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 44 Last 24 Hrs - 4
	Months Since - N/A	Make/Model- 35 Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 2 Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL SOLO INSTRUCTIONAL FLIGHT, THE PILOT REPORTED THAT ON LANDING, THE AIRCRAFT TOUCHED-DOWN ON THE NOSEWHEEL FIRST AND BOUNCED. THE AIRCRAFT SWERVED TO THE RIGHT AND THE PILOT ADDED POWER TO INITIATE A GO-AROUND, HOWEVER, THE AIRCRAFT DID NOT CLEAR A FOUR FT SNOWBANK ON THE SIDE OF THE RUNWAY. THE AIRCRAFT COLLIDED WITH THE SNOWBANK IN A NOSE LOW ATTITUDE AND NOSED OVER. THE PILOT REPORTED NO MECHANICAL FAILURE OR MALFUNCTION WITH THE AIRCRAFT PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 54

3/02/87

PRESCOTT,AZ

A/C Reg. No. N1474R

Time (Lcl) - 1505 MST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE OVER
Phase of Operation APPROACH - GO-AROUND (VFR)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 71 3/19/87 PHOENIX,AZ A/C Reg. No. N3750D Time (Lc1) - 0750 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage MINOR		Injuries			
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	1	0	4

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

Make/Model - BALLOON WORKS BARNES FF-8-24	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 2000	Engine Type - N/A		
No. of Seats - 7	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PHOENIX,AZ	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 270/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL,CFI	Current - YES	Total - UNK/NR
SE LAND	Months Since - 9	Make/Model- UNK/NR
FREE BALLOON	Aircraft Type - AX-9	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL SIGHTSEEING FLIGHT, THE PILOT REPORTED THAT UPON LIFT-OFF THE WEATHER CONDITIONS WERE CLEAR AND CALM. DURING THE FLIGHT, HOWEVER, THE WIND CONDITIONS HAD INCREASED FROM A WESTERLY DIRECTION AT A VELOCITY OF 12 KNOTS, GUSTING TO 15. THE PILOT DECIDED TO TERMINATE THE FLIGHT AND PREPARED THE PASSENGERS FOR A HIGH WIND LANDING. PRIOR TO TOUCH-DOWN A GUST OF WIND PUSHED THE BALLOON TOWARDS A MOBILE HOME, THE PILOT ATTEMPTED A RE-HEAT TO GAIN ALTITUDE, HOWEVER, BEFORE ENOUGH ALTITUDE WAS GAINED THE BASKET STRUCK THE HOME. THE BALLOON THEN CLEARED THE HOME AND LANDED APPROXIMATELY 2 MILES FROM THE INITIAL COLLISION WITHOUT FURTHER INCIDENT. THE PLTS FLT TIME WAS NOT REPORTED OR AVAILABLE

Brief of Accident (Continued)

File No. - 71

3/19/87

PHOENIX, AZ

A/C Reg. No. N3750D

Time (Lcl) - 0750 MST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - RESIDENCE
-

----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. - 104 4/05/87 PHOENIX,AZ A/C Reg. No. N3750D Time (Lcl) - 0740 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	NONE	Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	2
Accident Occurred During -LANDING					3

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

Make/Model - BALLOON WORKS FIREFLY 8-24	Eng Make/Model - N/A	ELT Installed/Activated - NO	N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 900	Engine Type - N/A		
No. of Seats - 7	Rated Power - N/A		

-----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	Runway Ident - N/A
Wind Dir/Speed- 060/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	ROUGH
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,COMMERCIAL	Current - YES	Total - 731
SE LAND	Months Since - 10	Last 24 Hrs - 1
FREE BALLOON	Aircraft Type - AX-9	Make/Model- 422
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 52

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE BALLOON RIDE, THE BALLOON LIFTED OFF IN A SOUTHERLY DIRECTION THEN SHIFTED TO A SOUTH EASTERLY DIRECTION. THE PLT FELT THAT THE BALLOONS RESPONSE TIME FOR ADEQUATE LIFT TOOK TOO LONG. THE BALLOON BEGAN DRIFTING TOWARD 50 TO 60 FT POWER LINES. THE PLT DECIDED AT APRX 50 FT AGL TO LAND THE BALLOON. THE PILOT PULLED THE TOP OUT OF THE BALLOON WHICH DESCENDED RAPIDLY COLLIDING WITH THE TERRAIN. THE BALLOON CAME TO REST APRX 100 FT FROM THE POWER LINES.

Brief of Accident (Continued)

File No. - 104

4/05/87

PHOENIX,AZ

A/C Reg. No. N3750D

Time (Lcl) - 0740 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
-

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

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 5 1/09/87 FREMONT, CA A/C Reg. No. N7232V Time (Lcl) - 1605 PST

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

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

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

Make/Model - INTERMOUNTAIN CALLAIR A-9	Eng Make/Model - LYCOMING O-540-B2B5	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1900	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 235 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FREMONT, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SKY SAILING
Wind Dir/Speed- 050/006 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 30
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- NONE		
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)
COMMERCIAL	Current - YES	Total - 2083
ME LAND	Months Since - 19	Last 24 Hrs - 2
	Aircraft Type - 120	Make/Model- 2
		Last 30 Days- 23
		Instrument- 78
		Last 90 Days- 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A TOWING OPERATION, JUST AFTER LIFT-OFF THE AIRCRAFT LOST ENGINE POWER AT APPROXIMATELY 75 FEET AGL. THE GLIDER RELEASED AND LANDED WITHOUT INCIDENT. THE AIRCRAFT CONTINUED STRAIGHT AHEAD, RAN INTO A FENCE AND CAME TO REST IN A PLOWED FIELD. THE FUEL GAGE WAS FOUND POSITIONED TO THE LEFT FUEL TANK. THE LEFT FUEL TANK WAS EMPTY OF FUEL. THE RIGHT FUEL TANK WAS FULL OF FUEL. THE LEFT FUEL GAGE WAS FOUND INOPERATIVE AND STUCK IN THE THREE QUARTERS FULL POSITION. THE FUEL TANK SELECTOR WAS POSITIONED TO THE LEFT TANK.

Brief of Accident (Continued)

File No. - 5

1/09/87

FREMONT,CA

A/C Reg. No. N7232V

Time (Lc1) - 1605 PST

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
 3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INOPERATIVE
 4. FUEL TANK SELECTOR POSITION - IMPROPER - 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) 1,2,4

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. - 73 1/10/87 PALO ALTO, CA A/C Reg. No. N46354 Time (Lcl) - 0830 PST

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

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

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

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES-UNK/NR
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	PALO ALTO, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	PALO ALTO
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident - 30
Visibility	- 10.0 SM	Type of Flight Plan	- NONE
Lowest Sky/Clouds	- 20000 FT SCATTERED	Type of Clearance	- NONE
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE
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 - 18	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 17	Last 30 Days - 14
	Aircraft Type - N/A	Instrument - UNK/NR	Last 90 Days - 18
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT HE HAD JUST FINISHED PRACTICING 4 TOUCH-AND-GO WITH HIS FLIGHT INSTRUCTOR. THE FLIGHT INSTRUCTOR THEN EXITED THE AIRCRAFT AND INSTRUCTED THE STUDENT TO PRACTICE 5 SOLO TOUCH-AND-GO. ON THE TAKE-OFF RUN JUST PRIOR TO ROTATION, THE PASSENGER DOOR OPENED. THE STUDENT ATTEMPTED TO CLOSE THE DOOR WHEN HE LOST CONTROL OF THE AIRCRAFT AND RAN OFF THE RUNWAY COLLIDING WITH THE TERRAIN AND NOSED OVER.

Brief of Accident (Continued)

File No. - 73

1/10/87

PALO ALTO, CA

A/C Reg. No. N46354

Time (Lcl) - 0830 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING (EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
 5. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
 6. DOOR, PASSENGER - OPEN
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

7. TERRAIN CONDITION - SOFT
-

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) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7

Brief of Accident (Continued)

File No. - 8

1/17/87

PARADISE, CA

A/C Reg. No. N40349

Time (Lc1) - 1800 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - RUNWAY
-

----Probable Cause----

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

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

Brief of Accident

File No. - 7 1/19/87 OAKDALE,CA A/C Reg. No. N12551 Time (Lcl) - 1300 PST

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

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

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

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-32-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	OAKDALE,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	OAKDALE
Wind Dir/Speed- 190/018 KTS		Runway Ident - 28
Visibility - 5.0 SM	ATC/Airspace	Runway Lth/Wid - 3020/ 66
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	TOUCH AND GO	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 24 Last 24 Hrs - 2
	Months Since - N/A	Make/Model- 24 Last 30 Days- 19
	Aircraft Type - N/A	Instrument- 8 Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SOLO INSTRUCTIONAL FLIGHT THE STUDENT PILOT WAS PRACTICING TOUCH AND GO LANDINGS. UPON TAKE-OFF ON RUNWAY 28, THE WIND WAS LIGHT FROM 100 DEGREES. ON THE FIRST LANDING THE WIND HAD CHANGED TO A RIGHT CROSS WIND FROM THE NORTH. THE PILOT COMPENSATED FOR THE CROSS WIND AND LANDED WITHOUT INCIDENT. THE SECOND LANDING THE CROSS WIND HAD INCREASED TO APPROXIMATELY 18 KNOTS. ON TOUCH DOWN THE PILOT LOST CONTROL AND THE AIRCRAFT VEERED TO THE LEFT, OFF THE RUNWAY AND INTO THE WEEDS. THE PILOT ADDED POWER AND RETRACTED THE FLAPS. THE AIRCRAFT BECAME AIRBORNE TO APPROXIMATELY 30 FEET THEN LOST ALTITUDE AND COLLIDED WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 7

1/19/87

OAKDALE, CA

A/C Reg. No. N12551

Time (Lc1) - 1300 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
-

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

Finding(s)

3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

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) 2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 13 1/25/87 GLENDORA, CA A/C Reg. No. N65560 Time (Lcl) - 1642 PST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LA VERNE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - 08
Wind Dir/Speed- 280/005 KTS	ATC/Airspace	Runway Lth/Wid - 4839/ 75
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 244
SE LAND	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - C-182	Make/Model- 113
		Instrument- 9
		Last 30 Days- 6
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL PLEASURE FLIGHT, THE ENGINE LOST POWER AND THE PILOT MADE A FORCED LANDING ON A GOLF COURSE. VISUAL INSPECTION OF THE FUEL TANKS REVEALED THAT BOTH TANKS WERE EMPTY AND NO FUEL DRAINED FROM THE SUMPS. NO MECHANICAL FAILURE OR MALFUNCTION WITH THE AIRCRAFT WAS REPORTED.

Brief of Accident (Continued)

File No. - 13

1/25/87

GLENDORA, CA

A/C Reg. No. N65560

Time (Lc1) - 1642 PST

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. PREFLIGHT PLANNING/PREPARATION - 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 - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 14 1/25/87 TRACY,CA A/C Reg. No. N1408R Time (Lcl) - 1604 PST

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

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

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

Make/Model - GRUMMAN AA-1B	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TRACY,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LIVERMORE,CA	Runway Ident - 11
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - 3680/ 100
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 192
SE LAND	Months Since - 10	Make/Model- 71
	Aircraft Type - WARRIOR	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- 2
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

JUST AFTER TAKEOFF WHILE CLIMBING THROUGH 200 FT AGL THE ENGINE QUIT. THE PILOT MADE A FORCED LANDING IN A GRAVEL PIT WHERE THE AIRCRAFT COLLIDED WITH A BANK. EXAMINATION OF THE ENGINE REVEALED THAT THE #1 CYLINDER AND PISTON HAD MODERATE TO SEVERE SCUFFING AND THE RINGS WERE OVER LAPPING IN SEVERAL PLACES BY METAL TRANSFER. THE #1 PISTON WAS A NEW PISTON WITH P10 STAMPED ON THE INSIDE TO INDICATE IT WAS A .010 OVERSIZED PISTON. THE REMAINING PISTONS WERE STANDARD SIZE.

Brief of Accident (Continued)

File No. - 14

1/25/87

TRACY, CA

A/C Reg. No. N1408R

Time (Lc1) - 1604 PST

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - CHAFED
 2. ENGINE ASSEMBLY, PISTON - INCORRECT
 3. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
 4. ENGINE ASSEMBLY, RING - OTHER
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 6. TERRAIN CONDITION - DITCH
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 6 2/02/87 PLASTER CITY, CA A/C Reg. No. N3441C Time (Lcl) - 1100 PST

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

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

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

Make/Model - CESSNA 170B	Eng Make/Model - FRANKLIN 6A350C2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 215 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EL CENTRO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 18000 FT THIN BKN	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2819
SE LAND	Months Since - 23	Make/Model- 2417
	Aircraft Type - C-170B	Instrument- 12
		Last 24 Hrs - 1
		Last 30 Days- 8
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL BUSINESS FLIGHT THE PILOT WAS FLYING LOW, APPROXIMATELY 50 FT AGL, AND SLOW WITH 30 DEGREES OF FLAPS EXTENDED TO TAKE AERIAL PHOTOGRAPHS OF A MOTORCYCLIST ON THE GROUND. UPON COMPLETING A 360 DEGREE TURN TO THE LEFT, THE AIRCRAFT FLEW THROUGH ITS OWN WAKE, STALLED AND BEGAN LOSING ALTITUDE. THE PILOT ADDED POWER AND RETRACTED THE FLAPS. THE AIRCRAFT THEN COLLIDED WITH THE TERRAIN AND NOSED OVER.

Brief of Accident (Continued)

File No. - 6 2/02/87 PLASTER CITY, CA A/C Reg. No. N3441C Time (Lcl) - 1100 PST

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

3. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
 5. REMEDIAL ACTION - INACCURATE - PILOT IN COMMAND
 6. BUZZING - INTENTIONAL - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 15 2/07/87 VACAVILLE,CA A/C Reg. No. N17871 Time (Lcl) - 1530 PST

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

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

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

Make/Model - SCHWEIZER 2-32	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1430	Engine Type - UNK/NR		
No. of Seats - 3	Rated Power - N/A		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP
Method - N/A		VACAVILLE,CA	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		LOCAL	Runway Ident - N/A
Wind Dir/Speed- 030/011 KTS		ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM		Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED		Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE		Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE			
Precipitation - NONE			
Condition of Light - DAYLIGHT			

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

Pilot-In-Command	Age - 26	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 292
SE LAND	Months Since - 5	Make/Model- 21
GLIDER	Aircraft Type - 2-32	Instrument- 3
		Last 24 Hrs - 2
		Last 30 Days- 6
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL SIGHTSEEING FLIGHT, THE PILOT WAS FLYING SOUTH APPROXIMATELY 300-500 FT ABOVE THE RIDGE LOOKING FOR LIFT. THE PILOT COULD NOT FIND SUFFICIENT LIFT IN THE AREA EAST OF THE RIDGE SO HE FLEW TO THE WEST SIDE WHERE THE GLIDER ENCOUNTERED A STRONG DOWN DRAFT. DUE TO THE LOSS OF ALTITUDE, THE PILOT WAS UNABLE TO RETURN TO THE AIRPORT. A FORCED LANDING WAS MADE ON A ROAD THAT WAS LINED WITH GRAPEVINES. THE FUSELAGE REMAINED CENTERED ON THE ROAD, HOWEVER, THE WINGS COLLIDED WITH THE LINING GRAPEVINES.

Brief of Accident (Continued)

File No. - 15

2/07/87

VACAVILLE,CA

A/C Reg. No. N17871

Time (Lcl) - 1530 PST

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - 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 - CROP
-

----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

Brief of Accident

File No. - 16 2/10/87 EL MONTE,CA A/C Reg. No. N25884 Time (Lcl) - 0930 PST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	EL MONTE,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	EL MONTE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 19
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3995/ 75
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 27
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 18
		Instrument- 6
		Last 30 Days- UNK/NR
		Last 90 Days- 6
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL INSTRUCTIONAL FLIGHT, THE PILOT REPORTED THAT WHILE ON THE BASE LEG TO RUNWAY 19 THE AIRCRAFT WAS A BIT HIGH BUT WAS CORRECTED WHILE ON FINAL APPROACH. UPON LANDING THE AIRCRAFT TOUCHED-DOWN IN A THREE POINT ATTITUDE AND BALLOONED UP. ON THE SECOND TOUCH-DOWN, THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 16

2/10/87

EL MONTE, CA

A/C Reg. No. N25884

Time (Lc1) - 0930 PST

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

Finding(s)

1. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
4. FLARE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - RUNWAY

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

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause-----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 50 2/18/87 SAN DIEGO, CA A/C Reg. No. N4590V Time (Lcl) - 1814 PST

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

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

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

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-360-F1A6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	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	SAN DIEGO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - 28
Wind Dir/Speed- 070/008 KTS	ATC/Airspace	Runway Lth/Wid - 3400/ 150
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 399
SE LAND	Months Since - 5	Last 24 Hrs - 1
	Aircraft Type - 172	Make/Model- 54
		Instrument- 86
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL PLEASURE FLIGHT, THE PILOT RETURNED TO THE AIRPORT TO PRACTICE TOUCH-AND-GO LANDINGS. ON TAKE-OFF, ASCENDING THROUGH 200 FEET, THE ENGINE BEGAN TO SURGE THEN QUIT. THE PILOT MADE A FORCED LANDING ON AN OCCUPIED ROAD WHERE THE AIRCRAFT COLLIDED WITH SEVERAL AUTOMOBILES. THE ENGINE WAS REMOVED AND PLACED ON AN ENGINE RUN STAND AND WAS OPERATED AT DIFFERENT POWER SETTING FOR APPROXIMATELY FIVE MINUTES. FURTHER EXAMINATION OF THE ENGINE REVEALED NO MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 50

2/18/87

SAN DIEGO, CA

A/C Reg. No. N4590V

Time (Lc1) - 1814 PST

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

Finding(s)
2. OBJECT - VEHICLE

----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. - 52 2/21/87 PETALUMA, CA A/C Reg. No. N56887 Time (Lcl) - 1230 PST

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point SONOMA, CA	ON AIRPORT
Method - ACFT RADIO	Destination PETALUMA, CA	Airport Data
Completeness - PARTIAL,LMTD BY FCSTR	ATC/Airspace	PETALUMA
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Ident - 29
Wind Dir/Speed- 320/015 KTS	Type of Clearance - NONE	Runway Lth/Wid - 3600/ 75
Visibility - 30.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR		Runway Status - DRY
Lowest Ceiling - 3000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 171
SE LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - PA-28	Make/Model- 73
		Last 30 Days- 23
		Instrument- 5
		Last 90 Days- 65

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A PLEASURE CROSS-COUNTRY FLT, THE PLT REPORTED HE WAS DOWNWIND TO RWY 29 AND NOTED THE WIND WAS LIGHT FROM 110 DEGS. ON FINAL APCH THE PLT WAS FOLLOWING ANOTHER ACFT AND NOTED THAT THE ACFT HAD A SLIGHT CRAB TO THE RIGHT. THE PLT OBSERVED THAT THE WIND DIRECTION HAD CHANGED TO A RIGHT CROSS-WIND. WHEN THE ACFT TOUCHED-DOWN THE PLT STATED THAT A STRONG GUST OF WIND FROM THE RIGHT PUSHED THE ACFT OFF THE RWY AND COLLIDED WITH THE TERRAIN. WIND CONDITIONS ON THE ARPT AT THE TIME OF THE ACCIDENT WERE REPORTED AS WIND FROM 320 DEGS AT 15 KTS, GUSTING TO 25 KTS.

Brief of Accident (Continued)

File No. - 52

2/21/87

PETALUMA, CA

A/C Reg. No. N56887

Time (Lc1) - 1230 PST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 56 3/01/87 REDLANDS,CA A/C Reg. No. N5466W Time (Lcl) - 1430 PST

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

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

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

Make/Model - PIPER PA-28-160	Eng Make/Model - LYCOMING O-320-B2B	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 - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MOJAVO,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	REDLANDS,CA	REDLANDS
Wind Dir/Speed- 240/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 75
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- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 200
SE LAND	Months Since - 8	Make/Model- 160
	Aircraft Type - PA28160	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE CROSS-COUNTRY FLT, THE PLT REPORTED THAT HE WAS DESCENDING FROM 8500 FT MSL TO 4000 FT MSL WITH POWER REDUCED TO 2000 RPM. THE PLT STATED THAT HE DID NOT USE THE CARBURETOR HEAT WHILE DESCENDING. WHEN PWR WAS ADDED, THE ENG DID NOT RESPOND. THE PLT INITIATED A FORCED LANDING IN AN OPEN FIELD WHERE THE ACFT COLLIDED WITH A DITCH. INVESTIGATION REVEALED THERE WAS NO EVIDENCE OF A MECHANICAL FAILURE OR MALFUNCTION. AT THE TIME OF THE ACCIDENT, THE TEMP WAS 66 DEGS F AND DEW POINT WAS 37 DEGS F. FROM THE FAA CARBURETOR ICING PROBABILITY CHART, THE ACFT WAS OPERATING IN A SERIOUS ICING AT GLIDE POWER RANGE.

Brief of Accident (Continued)

File No. - 56

3/01/87

REDLANDS, CA

A/C Reg. No. N5466W

Time (Lc1) - 1430 PST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - DITCH
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 175 3/08/87 SANTA YNEZ,CA A/C Reg. No. N8162X Time (Lcl) - 1630 PST

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

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

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

Make/Model - PIPER PA-28RT-201T	Eng Make/Model - CONTINENTAL TS10-360-KB	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 - 220 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 YNEZ,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MAMMOTH LAKES,CA	SANTA YNEZ
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 75
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
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)
COMMERCIAL,ATP,CFI	Current - YES	Total - 4770
SE LAND,ME LAND,SE SEA	Months Since - 11	Last 24 Hrs - 0
	Aircraft Type - 172RG	Make/Model- 47
		Last 30 Days- 5
		Instrument- 688
		Last 90 Days- 22
		Multi-Eng - 1555
		Rotorcraft - 36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER TAKEOFF, THE PLT REPORTED AN ENGINE FAILURE. UNABLE TO RETURN TO THE AIRPORT THE PLT LANDED IN AN OPEN FIELD AND COLLIDED WITH THE TERRAIN. DURING THE ENGINE EXAMINATION THE FUEL DIVERTER VALVE WAS REMOVED. LOW AIR PRESSURE WAS APPLIED TO ALL THREE FITTINGS, NO AIR FLOW THRU THE VALVE COULD BE OBTAINED. THE VALVE WAS DISASSEMBLED WHICH REVEALED THAT A PIECE OF THE PLUNGER CORE, A RUBBER TYPE COMPOUND, HAD BROKEN AWAY FROM THE PLUNGER AND WAS LODGED IN THE FUEL OUTLET FITTING BLOCKING THE FLOW OF FUEL. NO OTHER MECHANICAL FAILURES OR MALFUNCTIONS WERE NOTED.

Brief of Accident (Continued)

File No. - 175

3/08/87

SANTA YNEZ, CA

A/C Reg. No. N8162X

Time (Lcl) - 1630 PST

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

Finding(s)
1. FUEL SYSTEM, LINE FITTING - BLOCKED(TOTAL)
2. FUEL SYSTEM - STARVATION

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 - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 89 3/12/87 SAUGUS,CA A/C Reg. No. N8185K Time (Lcl) - 1925 PST

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

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

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

Make/Model - STINSON 108-1	Eng Make/Model - FRANKLIN 6A4-165	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 - 165 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHINO,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VAN NUYS,CA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 1400 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL	Current - YES	Total - 1742
SE LAND,ME LAND	Months Since - 10	Make/Model- 1206
	Aircraft Type - 108	Instrument- 270
		Multi-Eng - 27
		Last 24 Hrs - 3
		Last 30 Days- 17
		Last 90 Days- 40
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON CONTACTING ATC, THE PLT REQUESTED AN ILS APCH AND THAT HE WAS LOW ON FUEL. THE CONTROLLER CLEARED THE PLT TO THE ILS. JUST INSIDE THE OUTER MARKER THE CONTROLLER ADVISED THE PLT THAT HE WAS DANGEROUSLY LOW AND TO CLIMB IMMEDIATELY. THE PLT WAS OBSERVED TO MAKE A NORTHERLY TURN. THE CONTROLLER ASKED THE PLT HIS INTENTIONS AND THE PLT REPLIED HE WANTED AN ILS TO THE ARPT. THE CONTROLLER GAVE THE PLT VECTORS BACK TO THE ILS WHEN THE PLT STATED THAT HE WAS DESCENDING THROUGH A HOLE IN VMC. RADAR CONTACT WAS LOST AND THE CONTROLLER HAD TO USE ANOTHER ACFT TO RELAY MESSAGES TO THE PLT. THE PLT STATED THAT HE WAS LOW ON FUEL. THE CONTROLLER ADVISED THE PLT TO SQUAWK 7700 AND THAT IF HE COULD NOT MAKE IT TO ANOTHER ARPT HE SHOULD FIND A FLAT SPOT AND LAND. THE PLT FOUND A DRY WASH AND LANDED. WHILE TAXIING TO HIGHER GROUND, THE RIGHT WING STRUCK A FENCE.

Brief of Accident (Continued)

File No. - 89

3/12/87

SAUGUS, CA

A/C Reg. No. N8185K

Time (Lc1) - 1925 PST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
 3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 4. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
 5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 7. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

8. OBJECT - FENCE
-

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

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

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

Brief of Accident (Continued)

File No. - 72

3/18/87

ELK GROVE, CA

A/C Reg. No. N6446W

Time (Lcl) - 1515 PST

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. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

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. - 88 3/19/87 PALM SPRINGS, CA A/C Reg. No. N759V Time (Lcl) - 1755 PST

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

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

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

Make/Model - CESSNA 182Q	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	FARMINGTON, NM	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	FULLERTON, CA	PALM SPRINGS
Wind Dir/Speed- 280/014 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 25.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8500/ 150
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - DIRT
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 - 24	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 231
SE LAND	Months Since - 9	Last 24 Hrs - 8
	Aircraft Type - 172	Make/Model- 23
		Last 30 Days- UNK/NR
		Instrument- 59
		Last 90 Days- 15
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PLEASURE CROSS COUNTRY FLT, THE AIRCRAFT ENCOUNTERED APPROXIMATELY 50 KNOT HEADWINDS. THE PLT HAD DIVERTED ONCE TO REFUEL AND HAD EXPECTED TO FLY DIRECT TO THE FINAL DESTINATION. HOWEVER, WHILE ENROUTE ON THE FINAL LEG OF THE FLIGHT, THE AIRCRAFT WAS RUNNING LOW ON FUEL. THE PLT DIVERTED TO A NEARBY AIRPORT. WHILE ON FINAL APPROACH, THE PLT NOTIFIED THE CONTROL TOWER THAT THE AIRCRAFT HAD RUN OUT OF FUEL. THE AIRCRAFT COLLIDED WITH THE TERRAIN APPROXIMATELY 1 MILE SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 88

3/19/87

PALM SPRINGS, CA

A/C Reg. No. N759V

Time (Lc1) - 1755 PST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
 4. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
 5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. FLUID, FUEL - EXHAUSTION
 7. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 8. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 9. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

10. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 194 3/28/87 FRANKLIN,CA A/C Reg. No. N9GD Time (Lcl) - 1630 PST

----Basic Information----

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

----Aircraft Information----

Make/Model - JONES PITTS SPECIAL S1A	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ELK GROVE,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FRANKLIN,CA	FRANKLIN
Wind Dir/Speed- 340/013 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3295/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2100
SE LAND,ME LAND,SE SEA	Months Since - 6	Make/Model- 20
	Aircraft Type - J-3	Instrument- 97
		Multi-Eng - 100
		Last 24 Hrs - 1
		Last 30 Days- 20
		Last 90 Days- 50
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING THE LANDING ROLL, THE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL WHEN A GUST OF WIND FROM THE RIGHT PUSHED THE AIRCRAFT OFF THE LEFT SIDE OF THE RUNWAY. THE AIRCRAFT COLLIDED WITH THE TERRAIN AND NOSED OVER. THERE WAS NO MECHANICAL FAILURE OR MALFUNCTION REPORTED PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 194

3/28/87

FRANKLIN,CA

A/C Reg. No. N9GD

Time (Lcl) - 1630 PST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
-

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

8. TERRAIN CONDITION - SOFT
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 90 3/30/87 SANTA PAULA, CA A/C Reg. No. N6339K Time (Lcl) - 1030 PST

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

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

-----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 - NO RECORD OF BRIEFING	Last Departure Point SANTA PAULA, CA	OFF AIRPORT/STRIP
Method - N/A	Destination VAN NUYS, CA	Airport Data
Completeness - N/A	ATC/Airspace	SANTA PAULA
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Ident - 04
Wind Dir/Speed- 070/020 KTS	Type of Clearance - NONE	Runway Lth/Wid - 2650/ 40
Visibility - 40.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	Runway Surface - ASPHALT
Lowest Sky/Clouds - 25000 FT THIN BKN		Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 223
SE LAND	Months Since - 19	Make/Model- 15
	Aircraft Type - PA-28	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A PLEASURE CROSS COUNTRY FLT THE PLT PRIOR TO ENTERING THE PATTERN NOTED THE WIND DIRECTION AND SPEED AS 060 DEGS AT APRX 16 KTS. THE PLT THEN ENTERED THE PATTERN FOR RWY 4. ON FINAL APCH THE PLT HAD TO SLIP THE ACFT TO KEEP ALLIGNED WITH THE RWY. UPON TOUCHDOWN THE RIGHT MAIN GEAR CONTACTED THE RWY FIRST THEN THE LEFT. APRX 300 FT DOWN THE RWY THE ACFT EXITED THE RWY TO THE LEFT. THE PLT WAS UNABLE TO STOP THE ACFT WHICH WAS HEADING FOR A HANGAR APRX 300 FT AHEAD. THE PLT ADDED PWR AND BECAME AIRBORNE. THE LEFT WING THEN COLLIDED WITH THE HANGAR AT APRX 18 FT AGL. THE PLANE THEN COLLIDED WITH A PARKED CAR AND CAME TO REST NEXT TO THE HANGAR.

Brief of Accident (Continued)

File No. - 90

3/30/87

SANTA PAULA, CA

A/C Reg. No. N6339K

Time (Lc1) - 1030 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - AIRPORT FACILITY
9. 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) 1,2,3,5,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 174 4/04/87 FULLERTON, CA A/C Reg. No. N5690N Time (Lcl) - 1250 PST

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

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

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

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360-A3B6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2740	Engine Type - RECIPROCATING-CARBURETOR	
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	FULLERTON, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FULLERTON
Wind Dir/Speed- 245/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 204
SE LAND	Months Since - 18	Make/Model- 46
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 6
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

WHILE HOLDING SHORT OF THE RUNWAY BEHIND A CESSNA 182R, THE PILOT OF A MOONEY M20J, REACHED OVER TO TIGHTEN HIS FOUR YEAR OLD SONS SEATBELT. THE PILOTS FOOT CAME OFF THE TOE BRAKE AND THE AIRCRAFT ROLLED FORWARD AND COLLIDED WITH THE CESSNA.

Brief of Accident (Continued)

File No. - 174

4/04/87

FULLERTON, CA

A/C Reg. No. N5690N

Time (Lcl) - 1250 PST

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

Finding(s)

1. PARKING BRAKES - NOT USED - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND
 3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - AIRCRAFT PARKED
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 174 4/04/87 FULLERTON, CA A/C Reg. No. N5456N Time (Lcl) - 1250 PST

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

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

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

Make/Model - CESSNA 182R	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	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	FULLERTON
Wind Dir/Speed- 245/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1031
SE LAND	Months Since - 1	Make/Model- 367
	Aircraft Type - UNK/NR	Instrument- 143
		Multi-Eng - 1
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE HOLDING SHORT OF THE RUNWAY BEHIND A CESSNA 182R, THE PILOT OF A MOONEY M20J, REACHED OVER TO TIGHTEN HIS FOUR YEAR OLD SONS SEATBELT. THE PILOTS FOOT CAME OFF THE TOE BRAKE AND THE AIRCRAFT ROLLED FORWARD AND COLLIDED WITH THE CESSNA.

Brief of Accident (Continued)

File No. - 174

4/04/87

FULLERTON,CA

A/C Reg. No. N5456N

Time (Lc1) - 1250 PST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT PARKED
 2. VISUAL LOOKOUT - INATTENTIVE - PILOT OF OTHER AIRCRAFT
 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT OF OTHER AIRCRAFT
-

----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. - 105 4/05/87 CALEXICO,CA A/C Reg. No. N3085R Time (Lcl) - 1700 PDT

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

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

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

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-CIC	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 - 3	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	MEXICALI,MX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CALEXICO,CA	CALEXICO
Wind Dir/Speed- 260/004 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4330/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 176
SE LAND	Months Since - 11	Last 24 Hrs - UNK/NR
	Aircraft Type - PA28R20	Last 30 Days- 17
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A PLEASURE CROSS COUNTRY FLIGHT, THE PLT REPORTED THAT UPON LANDING, THE ACFT VEERED TO THE LEFT, THE PLT CORRECTED TO THE RIGHT. THE ACFT VEERED TO THE LEFT AGAIN AND THE PLT CORRECTED TO THE RIGHT. THE ACFT THEN BEGAN TO TURN IN A CLOCKWISE DIRECTION WHEN THE LEFT MAIN GEAR COLLAPSED. INSPECTION OF THE LANDING SIGHT AND ACFT SHOWED TRACEABLE SIGNATURES WERE LEFT BY BOTH MAIN TIRES ON THE RUNWAY. THE LEFT MAIN GEAR WAS COLLAPSED INWARD. THE RIGHT MAIN GEAR SEPARATED FROM ITS TRUNNION FITTING, AND WAS PULLED OUT TOWARD THE RIGHT WING TIP. LATERAL STRESSES WERE SUCH ON THE NOSE GEAR THAT IT WAS BENT SIDEWAYS TO THE RIGHT.

Brief of Accident (Continued)

File No. - 105

4/05/87

CALEXICO,CA

A/C Reg. No. N3085R

Time (Lc1) - 1700 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 4. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

6. LANDING GEAR,MAIN GEAR - SEPARATION
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 148 4/17/87 MAMMOTH LAKES,CA A/C Reg. No. N71736 Time (Lcl) - 1850 PDT

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

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

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

Make/Model - CESSNA 182M	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	VAN NUYS,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MAMMOTH LAKES,CA	MAMMOTH LAKES
Wind Dir/Speed- 200/015 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 7000/ 100
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 149	Last 24 Hrs - 2	
SE LAND	Months Since - 1	Make/Model- 21	Last 30 Days- 5	
	Aircraft Type - 172U	Instrument- 0	Last 90 Days- 12	

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A PLEASURE CROSS COUNTRY FLT, WHILE ON LONG FINAL TO THE RWY, THE PLT HAD TO ADD PWR TO COMPENSATE FOR A CROSSWIND. PRIOR TO REACHING SHORT FINAL THE PLT HAD REDUCED PWR AGAIN. UPON REACHING THE THRESHOLD, THE ACFT WAS APRX 300 FT AGL. THE PLT DECIDED TO GO-AROUND. PWR WAS RAPIDLY ADDED AND THE CARBURETOR HEAT TURNED OFF. THE ENGINE AT THIS TIME ONLY DEVELOPED PARTIAL PWR. THE PLT THEN ADDED CARBURETOR HEAT AGAIN. THE ENGINE, STILL NOT DEVELOPING SUFFICIENT PWR TO MAINTAIN ALTITUDE WAS DESCENDING AT 50-100 FPM. THE PLT THEN LANDED THE ACFT BEYOND MIDFIELD AND BOUNCED SEVERAL TIMES BEFORE RUNNING OFF THE RUNWAY AND COLLIDED WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 148

4/17/87

MAMMOTH LAKES,CA

A/C Reg. No. N71736

Time (Lcl) - 1850 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

4. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
5. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
6. GO-AROUND - DELAYED - PILOT IN COMMAND
7. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN
9. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

----Probable Cause-----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 81 1/04/87 LANTANA, FL A/C Reg. No. N656R Time (Lcl) - 1350 EST

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

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

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

Make/Model - CESSNA 310-D	Eng Make/Model - LYCOMING IO-540-A1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4730	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	FREEPORT, WI	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	W.PALM BEACH, FL	LANTANA
Wind Dir/Speed- 270/024 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 2.000 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3489/ 75
Lowest Sky/Clouds - 200 FT PART OBS	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 16700
SE LAND, ME LAND	Months Since - 22	Make/Model- 455
	Aircraft Type - UNK/NR	Instrument- 3730
		Multi-Eng - 6650
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FLYING IN MARGINAL WEATHER REQUESTED RADAR ASSISTANCE IN LANDING AT HIS DESTINATION. HE WAS GIVEN A RADAR VECTOR TO A POSITION ON DOWNWIND AND SAW AN UNCONTROLLED AIRPORT UNDER HIM. HE LANDED ON A CLOSED RUNWAY THAT WAS MARKED CLOSED DUE TO CONSTRUCTION. DURING THE LANDING HE STRUCK A DITCH ACROSS THE RUNWAY AND THE PLYWOOD AND SANDBAG MARKINGS CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 81

1/04/87 . LANTANA,FL

A/C Reg. No. N656R

Time (Lc1) - 1350 EST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - DITCH
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

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

Finding(s)

6. OBJECT - AIRPORT FACILITY
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 93 1/07/87 TALLAHASSEE, FL A/C Reg. No. N6184R Time (Lcl) - 1148 EST

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

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

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

Make/Model - CESSNA T210F	Eng Make/Model - CONTINENTAL TS10-520-C1B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ST. AUGUSTINE, FL	TALLAHASSEE COMMERCIAL
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - 4300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		WATER - GLASSY
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 800
SE LAND	Months Since - 20	Make/Model- 144
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 3
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

PLT/OWNER WAS INFORMED BY MECHANICS THAT THE ACFT FUEL TANKS HAD WATER CONTAMINATION ON TWO OCCURRENCES PRIOR TO TEST FLIGHTS. THE PLT REPORTED HE AHD HAD WATER CONTAMINATION AND BELIEVED THE FUEL CAPS WERE LEAKING. NEW CAPS WERE ORDERED TO BE INSTALLED AT THE NEXT ANNUAL INSPECION. PRIOR TO THE NEW CAPS BEING INSTALLED THE ACFT SAT OUT IN RAIN. THE PLT DRAINED THE FUEL TANK SUMP DRAINS AND THEN DEPARTED ON A FLIGHT. SHORTLY AFTER TAKEOFF THE ENGINE SPATTERED AND QUIT AND THE ACFT COLLIDED WITH POWER LINES WHILE ATTEMPTING A FORCED LDG. POST CRASH INSPECTION REVEALED THE ENGINE FUEL SYSTEM TO CONTAIN WATER. THE FUEL TANK CAPS WERE FOUND TO HAVE DETERIORATED SEALS AND LEAKING AND THE FUEL RESEVOIR TANKS WERE FOUND TO HAVE SCREW IN PLUGS RATHER THAN QUICK DRAIN PLUGS. THE FUEL STRAINER AND MIXTURE CONTROL VALVE FINGER SCREEN WERE FOUND TO HAVE A SUBSTANTIAL AMOUNT OF CORROSION BUILD UP. NO WRINKLES WERE FOUND IN THE FUEL TANK BLADDERS. DRG THE LNG SLIDE THE FRONT OF THE ACFT ENTERED THE WATER OF THE OCHLOCKNEE RIVER WITH THE TAIL ON THE RIVER B

Brief of Accident (Continued)

File No. - 93

1/07/87

TALLAHASSEE, FL

A/C Reg. No. N6184R

Time (Lc1) - 1148 EST

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

Finding(s)

1. FUEL SYSTEM,CAP - LEAK
 2. MAINTENANCE,REPLACEMENT - NOT PERFORMED - PILOT IN COMMAND
 3. FLUID,FUEL - CONTAMINATION
 4. FLUID,FUEL - WATER
 5. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 6. MAINTENANCE,INSPECTION OF AIRCRAFT - DISREGARDED - PILOT IN COMMAND
 7. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT
-

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

Finding(s)

8. OBJECT - WIRE,TRANSMISSION
-

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

Finding(s)

9. TERRAIN CONDITION - DIRT BANK
 10. TERRAIN CONDITION - WATER,GLASSY
-

----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. - 114 1/10/87 PAHOKEE, FL A/C Reg. No. N181X Time (Lc1) - 1300 EST

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

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

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

Make/Model - SMITH AEROSTAR 601	Eng Make/Model - LYCOMING IO-540-S1A5	ELT Installed/Activated - YES-UNK/NR
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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WEST PALM BCH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 210/018 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 2800 FT SCATTERED	Type of Clearance - NONE	Runway Status - WATER-CALM
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 71	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 18129
SE LAND, ME LAND	Months Since - 20	Last 24 Hrs - UNK/NR
	Aircraft Type - 601A	Make/Model- 2654
		Last 30 Days- UNK/NR
		Instrument- 6000
		Last 90 Days- 45
		Multi-Eng - 8230

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE WAS CONDUCTING AN OVER WATER APCH TO RWY 17 WHEN HE OBSERVED TRAFFIC PREPARING TO LAND AHEAD OF HIM. HE SLOWED THE ACFT FOR TRAFFIC SEPARATION, LOWERED THE GEAR, & EXTENDED PARTIAL FLAPS. HE THEN STATED THAT HE FELT AN ABNORMAL LOSS OF ALTITUDE & AIRSPEED WHICH HE ATTRIBUTED TO FAILURE OF THE RIGHT ENG, THOUGH THE RUDDER PEDALS DIDN'T FEEL AS THOUGH THE ENG HAD MALFUNCTIONED. HE ADDED POWER TO MAINTAIN AN AIRSPEED ABOVE VMC, THEN FULL POWER AS HE DIDN'T GET THE EXPECTED RESPONSE IN THRUST OR AIRSPEED. THE FLAPS WERE THEN RETRACTED & THE ACFT CRASHED INTO THE LAKE. POST CRASH EXAMINATION OF THE RIGHT ENG REVEALED NO EVIDENCE OF MALFUNCTION.

Brief of Accident (Continued)

File No. - 114

1/10/87

PAHOKEE, FL

A/C Reg. No. N181X

Time (Lc1) - 1300 EST

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. DESCENT - EXCESSIVE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
 5. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
-

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

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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 118 1/12/87 STRAIGHTS OF FL,FL A/C Reg. No. N1204V Time (Lc1) - 1945 EST

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

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

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

Make/Model - CESSNA 310J	Eng Make/Model - CONTINENTAL IO-470-U	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WINTER HAVEN,FL	Runway Ident - N/A
Wind Dir/Speed- 350/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WATER-CALM
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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 720
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 127
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR
		Multi-Eng - 160

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE FLT DEPARTED GRAND CAYMEN, ON JANUARY 12, 1987, AT APRX 1600 EST. APRX 3 HRS INTO THE FLT THE C.H.T & EXHAUST TEMPERATURES HIT RED LINE ON THE LEFT ENG FOLLOWING A LOSS OF OIL PRESSURE. HE SECURED THE ENG & THEN NOTICED FUEL BEING SIPHONED OVERBOARD THROUGH THE LEFT MAIN FUEL CAP. THE FUEL SUPPLY WAS EXHAUSTED & THE ACFT WAS DITCHED IN THE STRAITS OF FLORIDA APRX 82 STATUE MILES & 235 DEGS FROM KEY WEST INTL ARPT. ACCORDING TO THE DIRECTOR OF CIVIL AVTN, CAYMEN ISLANDS, B.W.I., NO RECORD COULD BE FOUND REGARDING THE DEPARTURE OF N1204V ON JANUARY 12, 1987 FROM GRAND CAYMEN. THE ACFT HAS NOT BEEN RECOVERED THEREFORE NO DETERMINATION COULD BE MADE AS TO THE MALFUNCTION OF THE ENG OR LOSS OF FUEL AS DESCRIBED BY THE PLT.

Brief of Accident (Continued)

File No. - 118

1/12/87

STRAIGHTS OF FL,FL

A/C Reg. No. N1204V

Time (Lcl) - 1945 EST

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

Finding(s)

1. FUEL SYSTEM - UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING

----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. - 115 1/13/87 FT. LAUDERDALE, FL A/C Reg. No. CGOXD Time (Lcl) - 1110 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 182	Eng Make/Model - CONTINENTAL O-470-R25A	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 - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BOCA RATON, FL	Runway Ident - N/A
Wind Dir/Speed- 330/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 16750
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 4	Make/Model- 51
HELICOPTER	Aircraft Type - H5-125	Instrument- 8200
		Multi-Eng - 11600
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 51
		Rotorcraft - 1550

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A POWERLINE, TREES & A TRUCK AFTER SUSTAINING A COMPLETE POWER LOSS RIGHT AFTER TAKE-OFF. THE ACFT WAS BEING FERRIED TO BE SOLD & HAD NOT FLOWN FOR ABOUT TWO MONTHS. DURING THE PRE-FLT INSPECTION, THE PLT STATED THAT HE DRAINED A QUANTITY OF WATER FROM THE ACFT FUEL SYSTEM. AFTER THE ACCIDENT, THE SUMPS WERE AGAIN DRAINED & A QUANTITY OF WATER WAS AGAIN OBTAINED FROM THE SYSTEM.

Brief of Accident (Continued)

File No. - 115

1/13/87

FT.LAUDERDALE,FL

A/C Reg. No. CG0XD

Time (Lcl) - 1110 EST

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

Finding(s)

1. FLUID,FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - WIRE,TRANSMISSION
-

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - VEHICLE
 5. OBJECT - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 116 1/13/87 BUNNELL,FL A/C Reg. No. N10732 Time (Lcl) - 1550 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation - INSTRUCTIONAL	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 - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point JACKSONVILLE,FL	OFF AIRPORT/STRIP
Method - TELEPHONE	Destination BUNNELL,FL	Airport Data
Completeness - WEATHER NOT PERTINENT	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Wind Dir/Speed- 040/005 KTS	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Visibility - 10.0 SM	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Lowest Sky/Clouds - 25000 FT THIN BKN		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 58
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 58
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS FORCED TO LAND IN A FIELD DUE TO A DROP IN ENG RPM, & THE INABILITY TO MAINTAIN ALT. ON TOUCHDOWN, THE ACFT COLLIDED WITH TREES, AFTER WHICH THE NOSE GEAR COLLAPSED, THE ACFT NOSED OVER, & CAME TO REST INVERTED. INVESTIGATION REVEALED THE #3 CYLINDER INTAKE VALVE FAILED AT THE ORIGIN OF THE SKIRT RESULTING IN THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 116

1/13/87

BUNNELL,FL

A/C Reg. No. N10732

Time (Lcl) - 1550 EST

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

Finding(s)
1. ENGINE ASSEMBLY,VALVE - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

Occurrence #5 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. - 119 1/17/87 FT.LAUDERDALE,FL A/C Reg. No. N3743W Time (Lcl) - 1139 EST

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

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

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

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	NASSAU	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FT.LAUDERDALE,FL	Runway Ident - N/A
Wind Dir/Speed- 180/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - VFR	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 598
SE LAND,ME LAND	Months Since - 4	Make/Model- 20
	Aircraft Type - UNK/NR	Instrument- 86
		Multi-Eng - 229
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPOSITIONED THE FUEL SELECTOR FROM THE LEFT TIP TANK TO THE RIGHT MAIN TANK WHEN THE FLT ENTERED THE TRAFFIC PATTERN. THE ENG THEN QUIT & A FORCED LANDING WAS MADE IN AN OPEN FIELD. UPON TOUCHDOWN THE LEFT & RIGHT MAIN LANDING GEAR WERE PUSHED THROUGH THE WINGS AND THE ACFT SLID TO A STOP. ACCORDING TO FIRE RESCUE PERSONNEL THE FUEL SELECTOR WAS POSITIONED TO THE RIGHT TANK WHICH DID NOT CONTAIN ENOUGH FUEL TO SUSTAIN ENG OPERATION.

Brief of Accident (Continued)

File No. - 119

1/17/87

FT.LAUDERDALE,FL

A/C Reg. No. N3743W

Time (Lcl) - 1139 EST

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

Finding(s)

1. FUEL SYSTEM,TANK - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - 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)

3. TERRAIN CONDITION - OPEN FIELD
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 120 1/19/87 PEMBROKE PINES, FL A/C Reg. No. N3666K Time (Lcl) - 1333 EST

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

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

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

Make/Model - PIPER J3-C65	Eng Make/Model - LYCOMING O-320-A3B	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 - 1	Rated Power - 150 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NORTH PERRY
Wind Dir/Speed- 230/015 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1556
SE LAND	Months Since - 13	Make/Model- 86
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 33
		Rotorcraft - 1087

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER DROPPING HIS BANNER, HE CIRCLED BACK TO DROP THE BANNER HOOK SO HE COULD LAND, AND AS HE WAS CIRCLING, THE ACFT STALLED, STARTED A SPIN TO THE RIGHT AND STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 120

1/19/87

PEMBROKE PINES, FL

A/C Reg. No. N3666K

Time (Lcl) - 1333 EST

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

Finding(s)

1. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

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

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. - 113 2/07/87 VENICE, FL A/C Reg. No. N6237M Time (Lcl) - 1445 EST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235L2C	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	ON AIRPORT
Method - ACFT RADIO	VENICE, FL	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	VENICE MUNICIPAL
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1307
SE LAND, ME LAND	Months Since - 2	Make/Model - 437
	Aircraft Type - C-172	Instrument - 151
		Multi-Eng - 62
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 206

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FULL FLAP X-WIND TAKE OFF & LANDINGS WERE BEING CONDUCTED ON RWY 13 WITH THE WINDS AT 210 TO 220 DEGS AT 10 KTS, OR A RIGHT X-WIND COMPONENT OF 80 TO 90 DEGS. THE STUDENT PLT PERMITTED THE ACFT TO GET TOO SLOW WHILE ABOUT 10 FT ABOVE THE GROUND. A HIGH SINK RATE DEVELOPED, A HARD LDG WAS MADE & THE ACFT BOUNCED BACK INTO THE AIR. THE STUDENT APPLIED FULL POWER & CAUGHT THE INSTRUCTOR "BY SURPRISE". 15 FT ABOVE THE GROUND WITH NO FLT SPEED, THE INSTRUCTOR PUSHED THE NOSE DOWN BUT THE X-WIND BLEW THE ACFT INTO THE GRASS CATCHING THE LEFT WING & NOSE. THE OPERATING HANDBOOK FOR THE ACFT STATES THAT WHEN LDG IN A STRONG X-WIND, "USE MINIMUM FLAP SETTING REQUIRED FOR THE FIELD LENGTH". RWY 13 IS 5000 LONG.

Brief of Accident (Continued)

File No. - 113

2/07/87

VENICE,FL

A/C Reg. No. N6237M

Time (Lcl) - 1445 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND(CFI)
 3. IMPROPER USE OF FACILITY,INATTENTIVE - PILOT IN COMMAND(CFI)
 4. LOWERING OF FLAPS - IMPROPER USE OF - PILOT IN COMMAND(CFI)
 5. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
 6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 117 2/12/87 MELBOURNE, FL A/C Reg. No. N4613P Time (Lcl) - 1007 EST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	MELBOURNE REGIONAL
Wind Dir/Speed- 290/011 KTS	ATC/Airspace	Runway Ident - 27R
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 22
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 22
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BALLOONED DURING THE STUDENT PLT'S FIRST TOUCH & GO LANDING. SHE THEN LOWERED THE NOSE OF THE ACFT, AFTER WHICH, IT BEGAN TO PORPOISE. THE ACFT THEN TOUCHED DOWN, BOUNCED, STALLED, & LANDED HARD COLLAPSING THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 117

2/12/87

MELBOURNE, FL

A/C Reg. No. N4613P

Time (Lc1) - 1007 EST

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

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 4. ELEVATOR - EXCESSIVE - PILOT IN COMMAND
-

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

Finding(s)

5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 157 2/15/87 OCHOPEE, FL A/C Reg. No. N773WA Time (Lcl) - 1745 EST

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

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

-----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 - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	VERO BEACH, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	MIAMI, FL	
Wind Dir/Speed- 120/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 800 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWERS		
Condition of Light - DUSK		

-----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 - 45
	Months Since - N/A	Make/Model- 45
	Aircraft Type - N/A	Instrument- 1
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 9
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WHILE ON A CROSS-COUNTRY FLIGHT ENCOUNTERED POOR WEATHER CONDITIONS. DURING A TURN AND DESCENT TO MAINTAIN VISUAL CONTACT WITH TERRAIN THE AIRCRAFT COLLIDED WITH THE GROUND.

Brief of Accident (Continued)

File No. - 157

2/15/87

OCHOPEE,FL

A/C Reg. No. N773WA

Time (Lcl) - 1745 EST

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

Finding(s)

1. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 128 2/20/87 NEW SMYRNA BCH,FL A/C Reg. No. N25459 Time (Lcl) - 1530 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
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 - 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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	ORMOND BEACH,FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	W.PALM BEACH,FL	Runway Ident - N/A
Wind Dir/Speed- 360/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - MACADAM
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 13000
SE LAND,ME LAND	Months Since - 6	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 11000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 100
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLT AT AN ALT OF APRX 800 FEET THE PLT REPORTED THAT THE ENG BEGAN TO LOSE RPM. UNABLE TO MAINTAIN ALT A FORCED LANDING WAS MADE ON A ROAD. THE ACFT THEN GROUND LOOPED DUE TO CONTACT WITH SCRUB OAK TREES, WHICH RESULTED IN SEVERING OF THE LEFT MAIN LANDING GEAR. POST CRASH EXAMINATION & RUN UP OF THE ENG REVEALED NO EVIDENCE OF FAILURE/MALFUNCTION. A REVIEW OF THE ICING PROBABILITY CHART REVEALED THAT CONDITIONS WERE FAVORABLE FOR SERIOUS ICING WITH A FLOAT TYPE CARBURETOR WHILE AT CRUISE POWER.

Brief of Accident (Continued)

File No. - 128

2/20/87

NEW SMYRNA BCH,FL

A/C Reg. No. N25459

Time (Lc1) - 1530 EST

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

Finding(s)
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation LANDING

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

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

Occurrence #5 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) 1,2,3

.National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 126 2/20/87 JACKSONVILLE, FL A/C Reg. No. N90270 Time (Lcl) - 1045 EST

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

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

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

Make/Model - HUGHES 269A	Eng Make/Model - LYCOMING H10-360-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	CRAIG MUNICIPAL
Wind Dir/Speed- 020/013 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1200 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 50000 FT OVERCAST	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL, CFI	Current - YES	Total - 1506
SE LAND	Months Since - 2	Make/Model- 12
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 18
		Multi-Eng - 5
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 158
		Rotorcraft - 1349

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR PLT WAS DEMONSTRATING A HOVERING AUTOROTATION LANDING WITH FORWARD MOVEMENT, WHEN, AFTER THE THROTTLE WAS CLOSED, THE HELICOPTER HUNG IN THE AIR. FORWARD CYCLIC WAS THEN APPLIED WHEN HE REALIZED THAT THE ROTOR RPM BEGAN TO DETERIORATE. THE HELICOPTER THEN CONTACTED THE GROUND IN A SLIGHT NOSE LOW ATTITUDE, AFTER WHICH, REAR CYCLIC WAS APPLIED. THE MAIN ROTOR BLADES THEN SEVERED THE TAIL BOOM DUE TO THE LOW ROTOR RPM AND REAR CYCLIC INPUT. THE HELICOPTER SPUN APRX 90 DEGREES TO THE LEFT & CAME TO REST.

Brief of Accident (Continued)

File No. - 126

2/20/87

JACKSONVILLE,FL

A/C Reg. No. N90270

Time (Lc1) - 1045 EST

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

Finding(s)

1. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 2. CYCLIC - IMPROPER USE OF - PILOT IN COMMAND(CFI)
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 127 2/20/87 CEDAR KEY, FL A/C Reg. No. N12198 Time (Lcl) - 1705 EST

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

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

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

Make/Model - CESSNA 172M	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 - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	OCALA, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GEORGE TO. LEWIS
Wind Dir/Speed- 040/006 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 100
Lowest Sky/Clouds - 800 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WET
Obstructions to Vision- NONE	FULL STOP	
Precipitation - RAIN		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 246
SE LAND	Months Since - 17	Make/Model- 110
	Aircraft Type - C-152	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 11
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING TO GO AROUND AFTER LANDING FAST, DUE TO A TAIL WIND THAT WAS STRONGER THAT ANTICIPATED. UNABLE TO CLIMB, THE ACFT WAS THEN BLOWN OFF THE RWY, COLLIDED WITH TREES, & CAME TO REST IN THE GULF OF MEXICO.

Brief of Accident (Continued)

File No. - 127

2/20/87

CEDAR KEY, FL

A/C Reg. No. N12198

Time (Lc1) - 1705 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - TREE(S)
-

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

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) 1,4

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. - 124 2/24/87 BROOKSVILLE,FL A/C Reg. No. N41141 Time (Lcl) - 1400 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	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	0
Accident Occurred During -LANDING							

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

Make/Model - PIPER J5A	Eng Make/Model - CONTINENTAL A-75	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 75 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	TAMPA,FL	Runway Ident - N/A
Wind Dir/Speed- 040/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
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 - 3264
SE LAND,ME LAND	Months Since - 6	Make/Model- 53
	Aircraft Type - PA-60	Instrument- 37
		Multi-Eng - 373
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 9
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKE OFF THE ENG BEGAN TO LOSE POWER. UNABLE TO MAINTAIN ALT A FORCED LANDING WAS MADE IN A FIELD, DURING WHICH, THE ACFT SUSTAINED SUBSTANTIAL DAMAGE. INSPECTION OF THE ACFT REVEALED THAT THE LOSS OF POWER WAS THE RESULT OF AN INSUFFICIENT FUEL SUPPLY TO THE ENGINE DUE TO A MALFUNCTIONING NEEDLE VALVE.

Brief of Accident (Continued)

File No. - 124

2/24/87

BROOKSVILLE, FL

A/C Reg. No. N41141

Time (Lc1) - 1400 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, CARBURETOR - BLOCKED(PARTIAL)
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

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

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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 129 2/25/87 TALLAHASSEE, FL A/C Reg. No. N89126 Time (Lc1) - 1350 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - 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 - TV WX	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	TALLAHASSEE MUNICIPAL
Wind Dir/Speed- 010/007 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6070/ 150
Lowest Sky/Clouds - 4600 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 20
	Months Since - N/A	Last 24 Hrs - 6
	Aircraft Type - N/A	Make/Model- 20
		Last 30 Days- 6
		Instrument- UNK/NR
		Last 90 Days- 6
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT FAILED TO FLARE THE AIRCRAFT, LANDED HARD, BOUNCED 2-3 TIMES, THEN LANDED ON THE NOSE GEAR CAUSING IT TO COLLAPSE.

Brief of Accident (Continued)

File No. - 129

2/25/87

TALLAHASSEE,FL

A/C Reg. No. N89126

Time (Lc1) - 1350 EST

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

Finding(s)

1. FLARE - INADEQUATE - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - 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. - 130 2/26/87 MELBOURNE,FL A/C Reg. No. N2287T Time (Lc1) - 1000 EST

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

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

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

Make/Model - CESSNA A185E	Eng Make/Model - CONTINENTAL IO-520-D23B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	MELBOURNE,FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 160/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - VFR	Runway Surface - WATER
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WATER-CALM
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- HAZE	TOUCH AND GO	
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)
COMMERCIAL,ATP,CFI	Current - YES	Total - 5080
SE LAND,ME LAND,SE SEA	Months Since - 8	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- 1282
		Multi-Eng - 3844
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 130
		Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT INADVERTENTLY LOWERED THE LANDING GEAR ON THE DOWNWIND LEG IN PREPARATION FOR A WATER LANDING. THE FLT THEN TURNED BASE TO FINAL, &, UPON TOUCHDOWN, THE ACFT NOSED OVER & CAME TO REST INVERTED IN THE LAKE. INVESTIGATION REVEALED THAT THE LANDING GEAR INDICATOR LIGHTS HAD NOT BEEN MODIFIED WHEN THE FLOATS WERE INSTALLED. SUCH MODIFICATIONS ENTAIL CHANGING OF THE LANDING GEAR UP LIGHT FROM AMBER TO BLUE FOR WATER OPERATIONS AND FOR THE LANDING GEAR DOWN INDICATION FROM GREEN TO AMBER FOR LAND OPERATIONS.

Brief of Accident (Continued)

File No. - 130

2/26/87

MELBOURNE,FL

A/C Reg. No. N2287T

Time (Lcl) - 1000 EST

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

Finding(s)

1. LANDING GEAR,GEAR INDICATING SYSTEM - IMPROPER
 2. MAINTENANCE,MODIFICATION - NOT PERFORMED - COMPANY MAINTENANCE PSNL
 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
 4. LANDING GEAR - IMPROPER USE OF - PILOT IN COMMAND(CFI)
 5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)
 6. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI)
-

----Probable Cause----

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

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. - 160 2/26/87 CLEARWATER,FL A/C Reg. No. N93977 Time (Lcl) - 1807 EST

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

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

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

Make/Model - ERCOUPE 415-C	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1920	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	OCALA,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CLEARWATE,FL	CLEARWATER EXEC
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 165
SE LAND	Months Since - 5	Make/Model- 15
GLIDER	Aircraft Type - UNK/NR	Instrument- 1
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 18
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT ATTEMPTED TO REDUCE THROTTLE AND LAND BUT THE THROTTLE CONTROL DID NOT REDUCE THE POWER. HE THEN LANDED AND ATTEMPTED TO USE THE BRAKES TO STOP THE AIRCRAFT BUT IT SLID OFF THE END OF THE RUNWAY INTO A DITCH. POST ACCIDENT EXAMINATION OF THE THROTTLE CONTROLS REVEALED THAT THEY FUNCTIONED NORMALLY. THE THROTTLE CONTROL IS 2 INCHES FROM THE TRIM CONTROL ON THE INSTRUMENT PANEL AND THEY LOOK AND THE FEEL SIMILIAR.

Brief of Accident (Continued)

File No. - 160

2/26/87

CLEARWATER, FL

A/C Reg. No. N93977

Time (Lcl) - 1807 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. THROTTLE/POWER CONTROL - NOT IDENTIFIED - PILOT IN COMMAND
-

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

Finding(s)

4. EMERGENCY PROCEDURE - NOT USED - PILOT IN COMMAND
 5. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - DITCH
-

----Probable Cause----

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

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

Brief of Accident (Continued)

File No. - 161

2/28/87

ST.AUGUSTINE,FL

A/C Reg. No. N3707F

Time (Lc1) - 1450 EST

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND
 5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
-

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

Finding(s)

6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 162 3/03/87 KEY LARGO, FL A/C Reg. No. N822Q Time (Lcl) - 0400 EST

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

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

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

Make/Model - BEECH B-65	Eng Make/Model - LYCOMING IG50-480-A1B6	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 4750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 340 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point UNK/NR	OFF AIRPORT/STRIP
Method - N/A	Destination UNK/NR	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Wind Dir/Speed- 350/005 KTS	Type of Clearance - NONE	Runway Surface - WATER
Visibility - 7.0 SM	Type Apch/Lndg - NONE	Runway Status - WATER-CALM
Lowest Sky/Clouds - 7500 FT SCATTERED		
Lowest Ceiling - 8000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT WAS FOUND CRASHED IN SHALLOW WATER NEAR KEY LARGO FL. ATTEMPTS TO LOCATE THE PILOT OR CURRENT OPERATOR WERE FRUITLESS. THE CIRCUMSTANCES SURROUNDING THE CRASH AND THE CAUSE ARE UNKNOWN.

Brief of Accident (Continued)

File No. - 162

3/03/87

KEY LARGO,FL

A/C Reg. No. N822Q

Time (Lc1) - 0400 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED
 2. FLT WITH INADQT ENROUTE/DESTN FACILITIES - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

3. 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

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. - 131 3/06/87 TALLAHASSEE, FL A/C Reg. No. N39588 Time (Lcl) - 1130 EST

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

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

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

Make/Model - PIPER PA-32RT-300T	Eng Make/Model - LYCOMING TIO-540-51AD	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 - 7	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	PANAMA CITY, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TALLAHASSEE, FL	TALLAHASSEE
Wind Dir/Speed- 020/013 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3250/ 50
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7080
SE LAND, ME LAND	Months Since - 2	Make/Model- 36
	Aircraft Type - UNK/NR	Instrument- 1850
		Multi-Eng - 1200
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CONTROL OF THE ACFT WAS LOST DUE TO A STRONG WIND GUST CREATED BY THE TREE LINE NEXT TO THE RWY & THE ACFT CRASHED NEXT TO THE RWY. A PLT WHO HAD LANDED JUST PRIOR TO THAT TIME STATED THAT HE HAD SUSTAINED A MOMENTARY LOST OF ACFT CONTROL DURING THE FLARE DUE TO THE SEVERE TURBULENCE CREATED BY THE TREE LINE. SURFACE WIND GUSTS WERE ESTIMATED AS A X-WIND COMPONENT FROM THE RIGHT OF 40 DEGS AT 40 KNTS.

Brief of Accident (Continued)

File No. - 131

3/06/87

TALLAHASSEE, FL

A/C Reg. No. N39588

Time (Lc1) - 1130 EST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. FLARE - UNCONTROLLED - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 170 3/08/87 NEW SMYRNA BCH,FL A/C Reg. No. N100LT Time (Lcl) - 1145 EST

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

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

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

Make/Model - CESSNA 337E	Eng Make/Model - CONTINENTAL IO-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	STUART,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 250/018 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
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 - 1164
SE LAND,ME LAND	Months Since - 8	Last 24 Hrs - 5
	Aircraft Type - 337E	Make/Model- 512
		Instrument- 26
		Multi-Eng - 873
		Last 30 Days- UNK/NR
		Last 90 Days- 55

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT ON SHORT FINAL THE AUTO-PLT ACTIVATED RESULTING IN AN UNCONTROLLED 50-60 DEGREE NOSE LOW LEFT BANK. THE ACFT THEN VEERED FROM THE APCH PATH OFF THE ARPT PROPERTY WHERE IT THEN COLLIDED WITH A VEHICLE & TREE BEFORE COMING TO REST. INSPECTION OF THE ACFT REVEALED NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION OF THE FLT CONTROLS OR AUTO-PLT.

Brief of Accident (Continued)

File No. - 170

3/08/87

NEW SMYRNA BCH,FL

A/C Reg. No. N10OLT

Time (Lcl) - 1145 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLIGHT CONTROL SYSTEM - UNDETERMINED
 2. AUTOPILOT/FLIGHT DIRECTOR - UNDETERMINED
-

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

Finding(s)

3. OBJECT - VEHICLE
 4. OBJECT - TREE(S)
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 171 3/08/87 MILTON,FL A/C Reg. No. N18891 Time (Lc1) - 1955 CST

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

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

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

Make/Model - BEECH C24R	Eng Make/Model - LYCOMING IO360 SER BEF	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point VALDOSTA,GA	OFF AIRPORT/STRIP
Method - IN PERSON	Destination PENSACOLA,FL	Airport Data
Completeness - FULL	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Wind Dir/Speed- 210/006 KTS	Type of Clearance - NONE	Runway Surface - WATER
Visibility - 6.0 SM	Type Apch/Lndg - FORCED LANDING	Runway Status - WATER-CALM
Lowest Sky/Clouds - 2800 FT SCATTERED		
Lowest Ceiling - 4000 FT BROKEN		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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	Current - YES	Total - 3000
SE LAND,ME LAND	Months Since - 9	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- 23
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN A RIVER APRX 1 MILE WEST OF HIS ALTERNATE LANDING LOCATION AFTER THE ENG QUIT WHILE DESCENDING FOR AN APCH, DUE TO FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 171

3/08/87

MILTON,FL

A/C Reg. No. N18891

Time (Lcl) - 1955 CST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 5. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

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

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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 172 3/11/87 NAVARRE,FL A/C Reg. No. N7645P Time (Lc1) - 1245 CST

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

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

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

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-AIA5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	MILTON,FL	Runway Ident - N/A
Wind Dir/Speed- 320/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WATER-CALM
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 43
SE LAND	Months Since - 1	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-----

SHORTLY AFTER TAKE OFF WITH THE FUEL SELECTOR POSITIONED TO THE RT TANK, AT AN ALT OF APRX 250 FEET, THE ENG QUIT. THE PLT FORCE LANDED THE ACFT IN AN INTER COASTAL WATERWAY WITH THE LANDING GEAR EXTENDED. INSP OF THE ACFT REVEALED THAT THE ENG QUIT DUE TO FUEL EXHAUSTION AFTER THE RT WING FUEL TANK COLLAPSED FORCING THE FUEL OUT THE TANK FILLER CAP. ACCORDING TO THE ACFT LOGBOOKS AD 68-13-03 WHICH PREVENTS FUEL EXHAUSTION CAUSED BY FUEL CELL COLLAPSE & LOSS OF FUEL THROUGH THE TANK FILLER CAPS, HAD NOT BEEN ACCOMPLISHED.

Brief of Accident (Continued)

File No. - 172

3/11/87

NAVARRE, FL

A/C Reg. No. N7645P

Time (Lcl) - 1245 CST

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

Finding(s)

1. FUEL SYSTEM, VENT - INCORRECT
2. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - PILOT IN COMMAND
3. FUEL SYSTEM, TANK - DISTORTED
4. FLUID, FUEL - EXHAUSTION
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

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

Finding(s)

6. WHEELS DOWN LANDING IN WATER - PERFORMED - PILOT IN COMMAND

----Probable Cause-----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 173 3/11/87 COCOA, FL A/C Reg. No. N4649A Time (Lcl) - 1145 EST

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

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

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

Make/Model - CESSNA A152	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 - TV WX	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	LOCAL	MERRITT ISLAND
Wind Dir/Speed- 360/018 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1665
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 6
HELICOPTER	Aircraft Type - 172RG	Make/Model- 320
		Instrument- 245
		Last 30 Days- UNK/NR
		Last 90 Days- 165
		Multi-Eng - 275

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AFTER TOUCHDOWN THE ACFT WAS BLOWN OFF THE LEFT SIDE OF THE RWY, AFTER WHICH, IT COLLIDED WITH TREES & CAME TO REST. ACCORDING TO THE PLT'S OPERATING HANDBOOK THE MAX DEMONSTRATED CROSSWIND VELOCITY IS 12 KTS. AT THE TIME OF THE ACCIDENT THE CROSSWIND VELOCITY WAS 17 KTS.

Brief of Accident (Continued)

File No. - 173

3/11/87

COCOA, FL

A/C Reg. No. N4649A

Time (Lcl) - 1145 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
 2. PERFORMANCE DATA - EXCEEDED - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND 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) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 183 3/12/87 OPA LOCKA, FL A/C Reg. No. N4507C Time (Lcl) - 1345 EST

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

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

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

Make/Model - HUGHES 364HS	Eng Make/Model - ALLISON 250-C18	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2550	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	OPA LOCKA
Wind Dir/Speed- 340/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2934
SE LAND,ME LAND	Months Since - 7	Make/Model- 494
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 189
		Multi-Eng - 1054
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 255
		Rotorcraft - 765

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF THE HELICOPTER WAS EXECUTING A NORMAL APPROACH TO THE GROUND WHEN AS HE NEARED THE GROUND THE VENTRAL FIN STRUCK THE GROUND. THE TAIL ROTOR DRIVESHAFT RE-CENTERED AND THE PILOT THOUGHT THE ACCOMPANYING SHUDDER WAS A TAIL ROTOR FAILURE, AND LANDED THE HELICOPTER HARD WITH FORWARD GROUND SPEED. THE AIRCRAFT THEN ROCKED FORWARD AND THE MAIN ROTOR BLADES STRUCK THE GROUND. THE MAIN ROTOR BLADES THEN SLAPPED THE TAILBOOM AS THE AIRCRAFT ROCKED BACK.

Brief of Accident (Continued)

File No. - 183

3/12/87

OPA LOCKA,FL

A/C Reg. No. N4507C

Time (Lcl) - 1345 EST

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

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 165 3/14/87 BROOKSVILLE, FL A/C Reg. No. N68PE Time (Lcl) - 1500 EST

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

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

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

Make/Model - BLANIK L-13	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1102	Engine Type - N/A		
No. of Seats - 2	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	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- 360/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 20
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 10
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

ON FINAL APCH, WITH FULL FLAPS EXTENDED, THE GLIDER BEGAN TO FLOAT DOWN THE RWY. THE PLT THEN RETRACTED THEM, AFTER WHICH, IT DESCENDED, COLLIDED WITH A FENCE, & CAME TO REST IN A FIELD.

Brief of Accident (Continued)

File No. - 165

3/14/87

BROOKSVILLE, FL

A/C Reg. No. N68PE

Time (Lc1) - 1500 EST

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

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND.
 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 4. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - FENCE
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - GROUND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 166 3/15/87 BRANDON, FL A/C Reg. No. N1352D Time (Lcl) - 1450 EST

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

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

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

Make/Model - CESSNA 170A	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	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BRANDON
Wind Dir/Speed- 010/006 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2775/ 200
Lowest Sky/Clouds - 3000 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	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 472
SE LAND	Months Since - 9	Make/Model- 70
	Aircraft Type - UNK/NR	Instrument- 48
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

UPON TOUCHDOWN THE RIGHT LANDING GEAR SEPARATED FROM THE ACFT DUE TO A HARD LANDING.

Brief of Accident (Continued)

File No. - 166

3/15/87

BRANDON,FL

A/C Reg. No. N1352D

Time (Lcl) - 1450 EST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. FLARE - IMPROPER - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 167 3/17/87 BRANFORD, FL A/C Reg. No. N8698T Time (Lc1) - 1910 EST

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

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

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

Make/Model - CESSNA 182C	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/YES
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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	VALDOSTA, GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BROOKSVILLE, FL	
Wind Dir/Speed- 060/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 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 - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 121
SE LAND	Months Since - 5	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 22
		Instrument- 24
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS UNABLE TO LOCATE HIS POSTION, & WITH WX CONDITIONS DETERIORATING & DARKNESS APPROACHING, ELECTED TO LAND IN A FIELD. UPON TOUCHDOWN, THE NOSE GEAR BROKE OFF, THE ACFT NOSED OVER & CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 167

3/17/87

BRANFORD, FL

A/C Reg. No. N8698T

Time (Lc1) - 1910 EST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. IMPROPER USE OF FACILITY - PILOT IN COMMAND
 3. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 5. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 6. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 184 4/01/87 ORLANDO, FL A/C Reg. No. N95904 Time (Lcl) - 0945 EST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-N2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ORLANDO EXECUTIVE
Wind Dir/Speed- 300/008 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
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 - 18 Last 24 Hrs - 8
	Months Since - N/A	Make/Model - 18 Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 4 Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE NOSE GEAR COLLAPSED FOLLOWING A HARD LANDING DUE TO THE STUDENT PLTS FAILURE TO ADEQUATELY FLARE THE ACFT.

Brief of Accident (Continued)

File No. - 184

4/01/87

ORLANDO,FL

A/C Reg. No. N95904

Time (Lc1) - 0945 EST

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

Finding(s)

1. FLARE - INADEQUATE - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 158 4/11/87 MIAMI, FL A/C Reg. No. N16780 Time (Lcl) - 2338 EDT

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

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

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

Make/Model - BELL 206L	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO -N/A
Landing Gear - EMERGENCY FLOAT	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 4150	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 420 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MIAMI MUNICIPAL HELIPORT
Wind Dir/Speed- 130/004 KTS		Runway Ident - UNK/NR
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 22	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - UNK/NR
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	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-----

UNLICENSED PILOT LOST CONTROL OF HELICOPTER WHILE IN HOVER WHILE ATTEMPTING TO STEAL THE HELICOPTER. THE AIRCRAFT CRASHED TO EARTH AND ROLLED OVER. THE PILOT WAS ON PROBATION FOR ATTEMPTING TO STEAL A HELICOPTER ON A PREVIOUS OCCASION. THE PLT RECEIVED MINOR INJURIES IN THE ACC.

Brief of Accident (Continued)

File No. - 158

4/11/87

MIAMI, FL

A/C Reg. No. N16780

Time (Lc1) - 2338 EDT

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

Finding(s)

1. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
 2. STOLEN AIRCRAFT/UNAUTHORIZED USE - ATTEMPTED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 163 4/28/87 DAYTONA BEACH, FL A/C Reg. No. N3167E Time (Lc1) - 1121 EDT

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

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

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

Make/Model - AERONCA 11AC	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 - 1250	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	ON AIRPORT
Method - ACFT RADIO	FERNANDINA BCH, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DAYTONA BEACH REGIONA
Wind Dir/Speed- 240/013 KTS	ATC/Airspace	Runway Ident - 24R
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	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 - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 280
SE LAND	Months Since - 18	Last 24 Hrs - 10
	Aircraft Type - UNK/NR	Make/Model- 40
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 30
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PILOT MADE A HARD LANDING AT WHICH TIME THE LEFT MAIN GEAR COLLAPSED. THE AIRCRAFT THEN GROUND LOOPED AND RAN OFF THE RUNWAY. POST CRASH EXAMINATION OF THE LEFT MAIN GEAR REVEALED IT COLLAPSED WHEN A SUPPORT BRACE RUSTED THROUGH FROM THE INSIDE OF THE TUBE. THE BRACE HAD HAD A PREVIOUS REPAIR AND IS NORMALLY COVERED BY THE AIRCRAFT'S FABRIC.

Brief of Accident (Continued)

File No. - 163

4/28/87

DAYTONA BEACH, FL

A/C Reg. No. N3167E

Time (Lc1) - 1121 EDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

2. LANDING GEAR, MAIN GEAR ATTACHMENT - CORRODED
 3. LANDING GEAR, MAIN GEAR ATTACHMENT - FAILURE, TOTAL
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 164 4/30/87 TITUSVILLE,FL A/C Reg. No. N54552 Time (Lcl) - 1056 EDT

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

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

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

Make/Model - 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	CHESTERFIELD,VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NEW SMYRNA,FL	TITUSVILLE-COcoa
Wind Dir/Speed- 290/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6001/ 150
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- HAZE		
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 - 1548
SE LAND,ME LAND	Months Since - 5	Make/Model- 14
	Aircraft Type - UNK/NR	Instrument- 286
		Multi-Eng - 47
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 36
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FLT EXPERIENCED COMPLETE LOSS OF POWER IN BOTH ENGINES DUE TO FUEL EXHAUSTION. WHILE ATTEMPTING A FORCED LANDING AT AN AIRPORT THE AIRCRAFT TOUCHED DOWN 200 FEET SHORT OF THE RUNWAY AND THEN ROLLED UP ONTO THE RUNWAY. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED IN THE LANDING.

Brief of Accident (Continued)

File No. - 164

4/30/87

TITUSVILLE, FL

A/C Reg. No. N54552

Time (Lc1) - 1056 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 4. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 UNDERSHOOT
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 10 1/14/87 STOCKBRIDGE,GA A/C Reg. No. N26900 Time (Lcl) - 1415 EST

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

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

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

Make/Model - GRUMMAN AA-5A	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
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 - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	ATHEN,GA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BERRY HILL
Wind Dir/Speed- 190/009 KTS		Runway Ident - 29
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 3000/ 40
Lowest Sky/Clouds - 800 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2200 FT OVERCAST	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 102
SE LAND	Months Since - 1	Last 24 Hrs - 5
	Aircraft Type - AA-5A	Make/Model- 102
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN ATTEMPTED LANDING, THE PILOT LOST DIRECTIONAL CONTROL AND VEERED OFF THE RIGHT SIDE OF RUNWAY 29 AND COLLIDED WITH A TREE. THE PILOT REPORTED THAT A GUST OF WIND FROM THE LEFT RESULTED IN THE LEFT WING RISING ABOUT 7 FEET. THE PILOT APPLIED POWER FOR AN ATTEMPTED GO-AROUND. REALIZING THAT A SAFE CLIMBOUT COULD NOT BE ACCOMPLISHED, HE ABORTED. THERE WERE NO REPORTED AIRCRAFT PROBLEMS. THE WINDS WERE LIGHT AND VARIABLE WHEN THE PILOT STARTED THE APPROACH.

Brief of Accident (Continued)

File No. - 10 1/14/87 STOCKBRIDGE,GA A/C Reg. No. N26900 Time (Lcl) - 1415 EST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
-

----Probable Cause----

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

Brief of Accident

File No. - 82 2/23/87 HAMPTON,GA A/C Reg. No. N7681W Time (Lcl) - 1530 EST

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

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

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES/NO
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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	BEAR CREEK
Wind Dir/Speed- 320/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3375/ 40
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 - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 235
SE LAND	Months Since - 13	Make/Model- 229
	Aircraft Type - 28-180	Instrument- 2
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT A GUSTING X-WIND EXISTED DURING THE APPROACH TO LAND. WHEN HE REDUCED PWR FOR TOUCHDOWN, THE ACFT PITCHED NOSE DOWN, BEGAN A RAPID SINK AND LANDED HARD. THE PLT NOTED THAT HE HAD THE YOKE FULL BACK BUT WAS UNABLE TO ARREST THE SINK RATE. HE STATED THAT THE AIRSPEED WAS "NORMAL" OVER THE THRESHOLD, AND THAT THE ACFT DID NOT STALL.

Brief of Accident (Continued)

File No. - 82

2/23/87

HAMPTON, GA

A/C Reg. No. N7681W

Time (Lcl) - 1530 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 6. FLARE - IMPROPER - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 40 3/06/87 WAYCROSS,GA A/C Reg. No. N3871D Time (Lcl) - 1312 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	0	1	0
Accident Occurred During -DESCENT		Pass 0	0	0	0

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470L	ELT Installed/Activated - UNK/NR
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 - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point WAYCROSS,GA	OFF AIRPORT/STRIP
Method - N/A	Destination SAME AS ACC/INC	Airport Data
Completeness - N/A	ATC/Airspace	FARM STRIP
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Ident - N/A
Wind Dir/Speed- 050/010 KTS	Type of Clearance - NONE	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type Apch/Lndg - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR		Runway Status - DRY
Lowest Ceiling - 25000 FT OVERCAST		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 76	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1200
SE LAND	Months Since - 8	Make/Model- 60
	Aircraft Type - C-182	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 A NORMAL APPROACH TO A SOD STRIP, THE PILOT REPORTED THAT THE GUSTY WIND CONDITION CEASED AND THE ACFT STALLED TO THE GROUND SHORT OF THE INTENDED LANDING AREA. THE PILOT WAS NOT ABLE TO RECOVER FROM THE SINKING CONDITION. THE IMPACT CAUSED SUBSTANTIAL STRUCTURAL DAMAGE. THE PILOT DID NOT REPORT ANY MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 40

3/06/87

WAYCROSS,GA

A/C Reg. No. N3871D

Time (Lc1) - 1312 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TERRAIN CONDITION - GROUND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - 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) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 83 3/26/87 TOCCOA,GA A/C Reg. No. N3042U Time (Lcl) - 2115 EST

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

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K165	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ASHEVILLE,NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TOCCOA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 20
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4000 -UNK/NR
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 248
SE LAND	Months Since - 3	Last 24 Hrs - 7
	Aircraft Type - PA28	Make/Model- 81
		Instrument- 10
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OVERSHOT RUNWAY 20 AND SKIDDED OFF THE DEPARTURE END WHICH CAUSED SUBSTANTIAL DAMAGE TO THE AIRCRAFT. THE PILOT STATED THAT HE SHOULD HAVE DESCENDED TO THE NORMAL VISUAL TRAFFIC PATTERN ALTITUDE BEFORE ATTEMPTING A LANDING. THERE WERE NO REPORTED AIRCRAFT OR AIRPORT SYSTEM PROBLEMS. AIRPORT OFFICIALS REPORTED THAT AIRCRAFT TIRE MARKS WERE ABOUT 1000 FEET FROM THE DEPARTURE END OF THE RUNWAY. THE BLACK TIRE MARKS TRAILED TO THE POINT WHERE THE AIRCRAFT CAME TO REST.

Brief of Accident (Continued)

File No. - 83

3/26/87

TOCCOA,GA

A/C Reg. No. N3042U

Time (Lc1) - 2115 EST

Occurrence #1

OVERRUN

Phase of Operation

LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 3. ALTITUDE - EXCESSIVE - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

Brief of Accident (Continued)

File No. - 98

1/04/87

ATHOL, ID

A/C Reg. No. N7547E

Time (Lcl) - 1130 MST

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
-

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

Finding(s)

3. TERRAIN CONDITION - SNOWBANK
-

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

Finding(s)

4. OBJECT - AIRCRAFT PARKED
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 99 2/12/87 MOUNTAIN HOME, ID A/C Reg. No. N50724 Time (Lcl) - 1600 MST

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

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

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

Make/Model - 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 - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MOUNTAIN HOME, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 110/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	SOFT
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 - 327
SE LAND	Months Since - 3	Make/Model- 150
	Aircraft Type - UNK/NR	Instrument- 63
		Multi-Eng - 1
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 49
		Rotorcraft - 2

Instrument Rating(s) - NONE

-----Narrative-----

ACFT LOST PWR ON INIT CLIMB FROM TAKEOFF, NECESSITATING A FORCED LANDING IN AN OPEN FIELD. ACFT NOSED OVER INVERTED AFTER TOUCHDOWN IN SOFT TERRAIN. INVESTIGATION REVEALED #3 CYLINDER ROCKER ARM BOSSES HAD BROKEN. INSPECTION SHOWED, DURING PREVIOUS REPAIR, ATTEMPT TO STAKE BUSHINGS WITH CENTER PUNCH TOOL. FRACTURES ORIGINATED AT THESE TOOL MARKS.

Brief of Accident (Continued)

File No. - 99

2/12/87

MOUNTAIN HOME, ID

A/C Reg. No. N50724

Time (Lc1) - 1600 MST

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - BRITTLE FRACTURE
2. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSLN

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT

----Probable Cause-----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 37 2/18/87 GENESEE, ID A/C Reg. No. N531SF Time (Lcl) - 1720 PST

-----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 -TAKEOFF		Pass 0	0	0	0

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

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL IO-520-D	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 - 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	SCHLUETER RANCH
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2818
SE LAND	Months Since - 23	Make/Model- 67
	Aircraft Type - UNK/NR	Instrument- 13
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER OPERATION IN LIGHT WINDS, PLT ATTEMPTED TAKEOFF IN CALM WIND CONDITIONS. GRAVEL RUNWAY WAS SOFT FROM OVERNIGHT RAINS. ACFT BECAME AIRBORNE BRIEFLY IN GROUND EFFECT NEAR END OF RUNWAY, SETTLED BACK INTO MUDDY TERRAIN AND NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 37

2/18/87

GENESEE, ID

A/C Reg. No. N531SF

Time (Lcl) - 1720 PST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
 2. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
-

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

Finding(s)

3. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 18 1/23/87 DECATUR, IL A/C Reg. No. N2536A Time (Lcl) - 0846 CST

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

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	ON AIRSTRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	DECATUR
Wind Dir/Speed- 290/014 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5299/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 12 Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- 12 Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 1 Last 90 Days- 9
		Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING TAXI TO RWY 36, THE PLT STATED THAT HE COMPLETED AN ENGINE RUN-UP. ON THE TAKEOFF ROLL, THE ACFT SWERVED TO THE LEFT BEFORE COLLIDING WITH A SNOWBANK APPROXIMATELY 800 FEET FROM THE APCH END OF THE RWY. ACCORDING TO THE PLT, OPPOSITE RUDDER WAS APPLIED PRIOR TO CONTACT WITH THE SNOWBANK.

Brief of Accident (Continued)

File No. - 18

1/23/87

DECATUR, IL

A/C Reg. No. N2536A

Time (Lcl) - 0846 CST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - SNOWBANK
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 35 1/23/87 LINCOLN,IL A/C Reg. No. N48241 Time (Lc1) - 1015 CST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	DANVILLE,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LINCOLN,IL	LOGAN COUNTY
Wind Dir/Speed- 290/011 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2492/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - ICE COVERED
Obstructions to Vision- NONE		SNOW - DRY
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 37
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 27
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 10
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, AFTER LANDING ON RWY 03 AT LOGAN COUNTY AIRPORT, THE ACFT ENCOUNTERED ICE ON THE RWY AND THE LEFT MAIN GEAR STRUCK SNOW THAT HAD DRIFTED ONTO THE RWY. THE PLT STATED THAT THE ACFT THEN COLLIDED WITH A SNOWBANK AND FLIPPED OVER. THE ACFT CAME TO REST IN AN INVERTED POSITION. INSPECTION REVEALED THAT THE RIGHT SPAR WAS BENT NEAR THE WINGTIP.

Brief of Accident (Continued)

File No. - 35

1/23/87

LINCOLN,IL

A/C Reg. No. N48241

Time (Lcl) - 1015 CST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ICY
 2. TERRAIN CONDITION - SNOW COVERED
 3. TERRAIN CONDITION - SNOWBANK
-

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 192 3/16/87 MUNCIE, IN A/C Reg. No. N7757U Time (Lcl) - 1150 EST

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

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

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

Make/Model - CESSNA 172E	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - ACFT RADIO	FT. WAYNE, IN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DELAWARE COUNTY
Wind Dir/Speed- 090/019 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6499/ 150
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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 230
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - C-172E	Make/Model- 116
		Instrument- 15
		Last 30 Days- UNK/NR
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE CONTACTED THE MIE TOWER ABOUT 20 MILES NORTH OF MUNCIE, INDIANA AND RECEIVED A WEATHER BRIEFING WITH A CHOICE OF RWY 14 OR O2. THE PLT STATED THAT THE WINDS WERE REPORTED AS 12 KNOTS FROM O80, AND HE CHOSE TO LAND ON RWY 14. ACCORDING TO THE PLT, HE USED A SLIPPING APCH AND LANDED THE ACFT. THE PLT STATED THAT HE THEN NEUTRALIZED THE AILERONS AND "A GUST OF WIND MUST HAVE THEN CAUGHT ME." ACCORDING TO THE PLT, THE LEFT WING RAISED AND THE ACFT VEERED OFF THE RIGHT SIDE OF THE RWY. THE PLT STATED THAT HE THEN ATTEMPTED A GO-AROUND, HOWEVER HE DISCONTINUED THE ATTEMPT WHEN HE HEARD THE PROP STRIKING THE RWY. ACCORDING TO THE PLT, HE THEN SHUT DOWN THE ENGINE AS THE ACFT APPROACHED A DITCH AT APRX 10-15 MPH. THE PLT STATED THAT THE WHEELS STUCK IN THE MUD AND THAT ACFT DID A VERY SLOW "NOSE-OVER."

Brief of Accident (Continued)

File No. - 192

3/16/87

MUNCIE, IN

A/C Reg. No. N7757U

Time (Lc1) - 1150 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - DITCH
 7. TERRAIN CONDITION - SOFT
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 187 3/17/87 SOUTH BEND, IN A/C Reg. No. N9522F Time (Lcl) - 1415 EST

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

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

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

Make/Model - HUGHES 269B	Eng Make/Model - LYCOMING HIO-360-AIA	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	AURORA, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ELKHART, IN	Runway Ident - N/A
Wind Dir/Speed- 090/017 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
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)
PRIVATE	Current - YES	Total - 127
SE LAND	Months Since - 1	Make/Model- 34
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 1
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 26
		Rotorcraft - 34

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, AFTER DEPARTURE FROM AURORA MUNICIPAL AIRPORT, HE LANDED AT AN AIRFIELD WEST OF ELGIN, ILLINOIS AND PICKED UP THE TWO PASSENGERS. THE PLT STATED THAT HE THEN DEPARTED FOR ELKHART, INDIANA. ACCORDING TO AN INDIANA STATE POLICE AIRCRAFT ACCIDENT REPORT, WHILE EN ROUTE TO ELKHART, THE PLT OBSERVED AN ILLUMINATED LOW FUEL LIGHT AND DECIDED TO MAKE A PRECAUTIONARY LANDING IN AN OPEN FIELD, ABOUT THREE MILES SOUTHWEST OF MICHIANA REGIONAL AIRPORT, SOUTH BEND, INDIANA. THE REPORT FURTHER STATES THAT THE GAS TANK OF THE ACFT WAS FOUND EMPTY. ACCORDING TO THE PLT, "SUBSTANTIAL ACFT DAMAGE OCCURRED DURING FLARE AND SUBSEQUENT HARD LANDING."

Brief of Accident (Continued)

File No. - 187

3/17/87

SOUTH BEND, IN

A/C Reg. No. N9522F

Time (Lc1) - 1415 EST

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

Finding(s)

1. FLUID, FUEL - LOW LEVEL
 2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
 3. TERRAIN CONDITION - OPEN FIELD
 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 5. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 6. ROTOR RPM - INADEQUATE - PILOT IN COMMAND
 7. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 188 3/25/87 SHELBYVILLE, IN A/C Reg. No. N19984 Time (Lcl) - 2030 EST

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

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

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

Make/Model - CESSNA 172M	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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	RALEIGH-DURHAM, NC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LEXINGTON, KY	SHELBYVILLE MUNICIPAL
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 205
SE LAND	Months Since - 4	Make/Model- 204
	Aircraft Type - UNK/NR	Instrument- 52
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT'S ORIGINAL DESTN WAS LEXINGTON, KY, HOWEVER BETWEEN BLUEFIELD, KY AND LEXINGTON, HE AMENDED HIS DESTN TO INDIANAPOLIS, IN. THE PLT STATED THAT FUEL CONSUMPTION WAS CALCULATED AS 7.1 GPH, BUT HE DID NOT TAKE INTO CONSIDERATION THE CESSNA 172 TIME/FUEL TO CLIMB CHART OR THE 10% VARIANCE FOR ACFT/ENGINE CONDITION, ACCESSORY CONDITION, OR TURBULENCE. FUEL CONSUMPTION CALCULATIONS AT 7.8 GPH (7.1 GPH CRUISE CONSUMPTION RATE + 10% VARIANCE) INDICATE THAT FOLLOWING TAKEOFF AND CLIMB, THE REMAINING FLT ENDURANCE WAS ABOUT 5.1 HOURS. THE PLT DEPARTED RALEIGH-DURHAM, NC AT 1530 EST AND HE REPORTED FUEL EXHAUSTION TO THE INDIANAPOLIS INTERNATIONAL APPROACH CONTROL AT 2030 EST. THE ACFT COLLIDED WITH AN OVERPASS SUPPORT STRUCTURE WHILE LANDING IN THE EASTBOUND LANES OF I-74, ABOUT FOUR MILES EAST-SOUTHEAST OF SHELBYVILLE, IN. AFTER THE ACCIDENT, A TOTAL OF APPRX ONE CUP OF FUEL WAS DRAINED FROM THE ACFT WING SUMPS AND GASCOLATOR.

Brief of Accident (Continued)

File No. - 188

3/25/87

SHELBYVILLE, IN

A/C Reg. No. N19984

Time (Lcl) - 2030 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE - NORMAL

Finding(s)

5. LIGHT CONDITION - DARK NIGHT

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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 49 1/22/87 COFFEYVILLE,KS A/C Reg. No. N4924H Time (Lcl) - 1025 CST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - IN PERSON	TULSA,OK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MUNICIPAL
Wind Dir/Speed- 310/009 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5873/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - WET
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 62
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 62
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT FLEW FROM TULSA, OK TO COFFEYVILLE, KS TO TAKE HIS PRIVATE PILOT FLIGHT TEST. STUDENT DID NOT CHECK WEATHER OR NOTAMS AND RELIED ON INFORMATION FROM THE FLIGHT INSTRUCTOR AND WAS NOT AWARE OF THE NOTAM THAT THERE WAS A 50-FOOT WIDE STRIP CLEARED OF SNOW ON THE RUNWAY. INSTRUCTOR REMEMBERS GETTING WEATHER BRIEFING FROM CHANUTE, KS FSS BUT DOES NOT REMEMBER ASKING ABOUT NOTAMS. INSTRUCTOR STATED WINDS FOR STUDENT LANDING AT COFFEYVILLE WERE NOT AS BRIEFED BY FSS. STUDENT PILOT SAID HE LANDED ON RUNWAY 35 AND CROSSWIND PUSHED AIRPLANE INTO SNOWBANK. CHANUTE FSS WINDS BEFORE ACCIDENT WERE FROM 310 DEGREES AT 17 KNOTS, WINDS NEXT HOUR WERE FROM 310 DEGREES AT 14 KNOTS, GUSTING TO 22 KNOTS.

Brief of Accident (Continued)

File No. - 49

1/22/87

COFFEYVILLE,KS

A/C Reg. No. N4924H

Time (Lcl) - 1025 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. NOTAMS - NOT IDENTIFIED - FLIGHT INSTRUCTOR(ON GROUND)
-

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

Finding(s)

6. TERRAIN CONDITION - SNOWBANK
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 147 4/02/87 TOPEKA,KS A/C Reg. No. N1467F Time (Lcl) - 0910 CST

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

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

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

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	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	OFF AIRPORT/STRIP
Method - N/A	WICHITA,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TOPEKA,KS	FORBES FIELD
Wind Dir/Speed- 315/017 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8002/ 200
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3783
SE LAND	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - 185	Make/Model- 1459
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 48
		Rotorcraft - UNK/NR
		Multi-Eng - 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TOWER STATED THE AIRCRAFT MADE A HARD BOUNCE AND WHEN IT TOUCHED DOWN AGAIN, THE RIGHT GEAR COLLAPSED. THE AIRPLANE LANDED ON RUNWAY 3 WITH WINDS FROM 350 DEGREES AT 17 KNOTS, GUSTS TO 32 KNOTS. RUNWAY 3 WAS THE BEST RUNWAY TO USE AT THE TIME.

Brief of Accident (Continued)

File No. - 147

4/02/87

TOPEKA,KS

A/C Reg. No. N1467F

Time (Lc1) - 0910 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 60 3/20/87 FRANKFORT, KY A/C Reg. No. N5251B Time (Lcl) - 1035 EST

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

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

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

Make/Model - MOONEY M20	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	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	FRANKFORT, KY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FRANKFORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 06
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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 - NO	Total - 11000
SE LAND, ME LAND	Months Since - 0	Make/Model- 30
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE FINAL PHASE OF THE APPROACH PROCEDURE, THE PILOT FAILED TO EXTEND THE LANDING GEAR. THE AIRCRAFT TOUCHED DOWN, SKIDDED ALONG THE RUNWAY SURFACE UNTIL IT FINALLY CAME TO REST. THE PILOT REPORTED THAT THE FUEL STRAINER FAILED AND A FIRE STARTED AND BURNED THE FUSELAGE CENTER SECTION.

Brief of Accident (Continued)

File No. - 60

3/20/87

FRANKFORT, KY

A/C Reg. No. N5251B

Time (Lc1) - 1035 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FUSELAGE - BURNED
 2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. FUEL SYSTEM, DRAIN - OVERLOAD
 5. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 195 1/13/87 ELLICOTT CITY, MD A/C Reg. No. N18140 Time (Lcl) - 1540 EST

----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 - CESSNA 150L	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 - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ELLICOTT CITY, MD	OFF AIRPORT/STRIP
Method - N/A	Destination SAME AS ACC/INC	Airport Data
Completeness - N/A	ATC/Airspace	HAYS FIELD
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Ident - 31
Wind Dir/Speed- 290/011 KTS	Type of Clearance - NONE	Runway Lth/Wid - 2500/ 100
Visibility - 20.0 SM	Type Apch/Lndg - FORCED LANDING	Runway Surface - GRASS/TURF
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 - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 107
SE LAND	Months Since - 5	Make/Model- 63
	Aircraft Type - 150L	Instrument- 4
		Last 24 Hrs - 5
		Last 30 Days- 4
		Last 90 Days- 20

Instrument Rating(s) - NONE

----Narrative----

APPROXIMATELY 30 MINUTES AFTER THE PILOT DEPARTED HAYES FIELD, COLUMBIA, MARYLAND, THE PILOT ELECTED TO RETURN TO THE FIELD. AFTER ENTERING DOWNWIND THE ENGINE CEASED TO CONTINUE PRODUCING POWER AND THE PILOT WAS FORCED TO MAKE AN EMERGENCY LANDING. DURING THE LANDING THE AIRCRAFT COLLIDED WITH TREES AND WAS SUBSTANTIALLY DAMAGED. IN A STATEMENT FILLED OUT BY THE PILOT SHORTLY AFTER THE ACCIDENT THERE IS NO MENTION OF USING CARBURETOR HEAT AT ANY TIME DURING THE FLIGHT. THE BUTTERFLY VALVE IN THE CARBURETOR HEAT BOX WAS FOUND BENT IN THE COLD POSITION. CONDITIONS DURING THE FLIGHT WERE CONDUCIVE TO CARBURETOR ICING.

Brief of Accident (Continued)

File No. - 195

1/13/87

ELLICOTT CITY,MD

A/C Reg. No. N18140

Time (Lc1) - 1540 EST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - 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) 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. - 191 3/07/87 HOPKINS,MI A/C Reg. No. N22793 Time (Lcl) - 1055 EST

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

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

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

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	ON AIRSTRIP
Method - TV/RADIO	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - 27
Wind Dir/Speed- 240/015 KTS	ATC/Airspace	Runway Lth/Wid - 1977 -UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 178
SE LAND	Months Since - 6	Make/Model- 165
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT "EVERYTHING WAS NORMAL" ON DOWNWIND AND BASE, BUT THAT HE EXPERIENCED ROUGH AIR AND "SIDE TO SIDE MOTION" OF THE ACFT ON FINAL APPROACH TO RWY 27. ACCORDING TO THE PLT, HE HELD AN AIRSPEED OF 70 MPH WITH "SOME POWER" UNTIL HE HAD THE RWY "MADE." THE PLT STATED THAT HE THEN THROTTLED BACK AND WAS ABOUT 50-60 FEET AGL IN A NORMAL LANDING ATTITUDE WHEN THE ACFT DROPPED "PROBABLY 25-30 FEET IN A SECOND." ACCORDING TO THE PLT, A GO-AROUND WAS IMMEDIATELY INITIATED, BUT BEFORE HE COULD RETRACT THE FLAPS THE ACFT GAINED APRX 25-30 FEET AND THE ACFT HEADED TO THE SOUTH SIDE OF THE RWY, TOWARD A SMALL POPLAR TREE. THE PLT STATED THAT WITHIN TWO SECONDS THE PROP STRUCK THE TOP OF THE TREE AND HE THEN NOSED THE ACFT DOWN IN AN ATTEMPT TO GAIN AIRSPEED AND LAND. ACCORDING TO THE PLT, THE ACFT IMPACTED THE GROUND WITH THE RIGHT WING AND NOSE BEFORE COMING TO REST INVERTED.

Brief of Accident (Continued)

File No. - 191

3/07/87

HOPKINS,MI

A/C Reg. No. N22793

Time (Lcl) - 1055 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
-

Occurrence #3 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) 1,2,4

Brief of Accident

File No. - 190 3/07/87 ALMA,MI A/C Reg. No. N12KT Time (Lcl) - 1630 EST

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

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

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

Make/Model - BEECHCRAFT BE 36	Eng Make/Model - CONTINENTAL IO 520 8A	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 - 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	GRAND RAPIDS,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GRATIOT COMMUNITY
Wind Dir/Speed- 250/012 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 75
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	FORCED LANDING	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 835
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 346
		Instrument- 13
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, DURING THE PREFLIGHT INSPECTION, HE DETERMINED THAT BOTH GAS TANKS WERE FULL AND "EVERYTHING WAS IN ORDER." AFTER APRX ONE HOUR OF LOCAL FLIGHT, THE PLT ENTERED A LEFT DOWNWIND FOR RWY 27 AT GRATIOT COMMUNITY AIRPORT, ALMA, MICHIGAN. THE PLT STATED THAT HE THEN SWITCHED TO THE OTHER FUEL TANK, WHICH WAS FULL, AND SHORTLY THEREAFTER "ENCOUNTERED ENGINE OUT." ACCORDING TO THE PLT, HE OBSERVED THE TANK INDICATOR AND CHECKED THE FUEL SLECTOR VALVE, WHICH "SEEMED TO BE FIRMLY IN PLACE." THE ACFT LANDED SHORT OF THE RWY, IN A DITCH PARALLEL TO THE RWY. INSPECTION OF THE ACFT REVEALED THAT THE ENGINE HAD NO FUEL IN ITS SYSTEMS. THE #6 FUEL LINE FROM THE FUEL SELECTOR VALVE TO THE ENGINE DRIVEN FUEL PUMP WAS DRY. WHEN THE SELECTOR VALVE WAS MOVED TO THE LH AND RH POSITIONS, WITH THE ELECTRIC FUEL BOOST PUMP ON, THE ENGINE HAD FUEL FLOW OUT OF THE ENGINE FUEL PUMP OUTLET TO THE FUEL CONTROL.

Brief of Accident (Continued)

File No. - 190

3/07/87

ALMA,MI

A/C Reg. No. N12KT

Time (Lc1) - 1630 EST

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

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

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

Finding(s)

4. TERRAIN CONDITION - DITCH
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 168 2/07/87 CLEAR LAKE, MN A/C Reg. No. N5884G Time (Lcl) - 1345 CST

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

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

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

Make/Model - CESSNA 150K	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LEADERS CLEAR LAKE
Wind Dir/Speed- 260/018 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 125
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 54 Last 24 Hrs - 0
	Months Since - N/A	Make/Model- 21 Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0 Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT NEAR THE TOUCHDOWN POINT A GUST "JARRED" THE ACFT AND THE THROTTLE IN THE FORWARD POSITION. ACCORDING TO THE PLT, THE ACFT "TOOK A STEEP LEFT" AND HE LEVELED THE WINGS, HOWEVER THERE WAS NOT TIME TO AVOID TREES WHICH WERE ABOUT 100-150 FEET FROM THE RWY. THE PLT STATED THAT HE THEN MADE AN IMMEDIATE LANDING AND THE ACFT FLIPPED OVER. AT THE TIME OF THE ACCIDENT, ST. CLOUD MUNICIPAL AIRPORT (ABOUT SIX MILES FROM LEADERS CLEAR LAKE AIRPORT) REPORTED WINDS FROM 290 DEGREES AT 12 KNOTS. CRYSTAL AIRPORT, WHICH IS APPROXIMATELY 35 MILES FROM THE ACCIDENT SITE, REPORTED WINDS FOR THE SAME TIME PERIOD FROM 280 DEGREES AT 15 KNOTS GUSTING TO 30 KNOTS.

Brief of Accident (Continued)

File No. - 168

2/07/87

CLEAR LAKE, MN

A/C Reg. No. N5884G

Time (Lc1) - 1345 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. WIND INFORMATION - INADEQUATE - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
6. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 189 3/28/87 HIBBING, MN A/C Reg. No. N1156H Time (Lc1) - 0950 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	1
Accident Occurred During	-TAXI					

-----Aircraft Information-----

Make/Model	- AERONCA 15AC	Eng Make/Model	- LYCOMING O-360	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2050	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	ON AIRPORT
Method	- IN PERSON	SAME AS ACC/INC	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	CLEAR LAKE, MN	CHISHOLMHIBBING
Wind Dir/Speed	- 360/018 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 25000 FT SCATTERED	- VFR	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- UNK/NR
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status
			- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 3100	Last 24 Hrs - 0
SE LAND, SE SEA	Months Since - 17	Make/Model - 140	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 45	Last 90 Days - 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE TAXIING ON THE NORTH TAXIWAY, FOR TAKEOFF ON RUNWAY 31, A "GUST OF WIND CAUGHT THE TAIL ABRUPTLY AND CAUSED PLANE TO VEER TO THE LEFT AND STRIKE CORNER OF HANGAR." THE ACFT COLLIDED WITH THE HANGAR NOSE FIRST.

Brief of Accident (Continued)

File No. - 189

3/28/87

HIBBING,MN

A/C Reg. No. N1156H

Time (Lcl) - 0950 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

3. OBJECT - AIRPORT FACILITY
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Brief of Accident (Continued)

File No. - 79

1/05/87

BERRYMAN,MO

A/C Reg. No. N67580

Time (Lcl) - 1500 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

1. OBJECT - TREE(S)
 2. UNDETERMINED
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Brief of Accident

File No. - 146 2/04/87 ROLLA, MO A/C Reg. No. N9017T Time (Lcl) - 1815 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	2

----Aircraft Information----

Make/Model - CESSNA 182C	Eng Make/Model - CONTINENTAL D-470 L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIP-FUEL INJECTED	
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 ST. LOUIS, MO	ON AIRPORT
Method - N/A	Destination SAME AS ACC/INC	Airport Data
Completeness - N/A	ATC/Airspace	DOWNTOWN
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Ident - 09
Wind Dir/Speed- 290/006 KTS	Type of Clearance - NONE	Runway Lth/Wid - 3020/ 40
Visibility - 15.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	Runway Surface - ASPHALT
Lowest Sky/Clouds - 25000 FT SCATTERED	FORCED LANDING	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

----Personnel Information----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 70
SE LAND	Months Since - 15	Make/Model- 19
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

----Narrative----

THE ENGINE STARTED RUNNING ROUGH ENROUTE AND PILOT WAS ABLE TO GET IT RUNNING SMOOTHLY BUT HE CONTINUED TO HIS DESTINATION. AIRPLANE WAS TOO HIGH ON APPROACH SO PILOT WENT AROUND. ON DOWNWIND, ENGINE STARTED RUNNING ROUGH AGAIN AND PILOT WAS UNABLE TO CORRECT THE PROBLEM. HE DID NOT TRY CARBURETOR HEAT. PILOT TURNED ACFT TOWARD RUNWAY, CLEARED TREES BUT STALLED ACFT. ACFT WAS RECOVERED FROM STALL JUST BEFORE GROUND IMPACT. TEMPERATURE/DEW POINT AT TIME GIVES EXCELLENT POTENTIAL FOR SERIOUS CARBURETOR ICING AT CRUISE POWER.

Brief of Accident (Continued)

File No. - 146

2/04/87

ROLLA,MO

A/C Reg. No. N9017T

Time (Lcl) - 1815 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 80 1/01/87 TCHULA,MS A/C Reg. No. N22684 Time (Lcl) - 1225 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
			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP
Method - N/A		GREENWOOD,MS	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		SAME AS ACC/INC	
Wind Dir/Speed- 270/007 KTS		ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED		Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE		Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE			SNOW - DRY
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)
PRIVATE	Current - YES	Total - 644
SE LAND	Months Since - 5	Make/Model- 173
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE ATTEMPTING TO LAND AT A CROP DUSTING STRIP HE INADVERTENTLY LANDED OFF TO THE SIDE OF THE RUNWAY IN A PLOWED FIELD, FLIPPED OVER AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 80

1/01/87

TCHULA,MS

A/C Reg. No. N22684

Time (Lc1) - 1225 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. PROPER ALIGNMENT - 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 123 2/14/87 PELAHATCHIE, MS. A/C Reg. No. N8474L Time (Lcl) - 1640 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING					0

-----Aircraft Information-----

Make/Model - CESSNA 172I	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 - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PAYNE
Wind Dir/Speed- 180/009 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 70
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	SIMULATED FORCED LANDING	
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 - 674
SE LAND, ME LAND	Months Since - 6	Make/Model- 201
	Aircraft Type - UNK/NR	Instrument- 100
		Multi-Eng - 270
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 334
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS PRACTICING EMERG POWER-OFF LANDINGS, WHEN, ON FINAL APCH, REALIZED HE WOULDN'T CLEAR THE TREES LOCATED WEST OF THE RWY. HE THEN CLEARED THEM BY ADDING POWER THOUGHT THE ACFT THEN DESCENDED IN A FLARE ATTITUDE UNTIL CONTACT WITH THE GROUND APRX 200 FEET SHORT OF THE RWY. THE ACFT THEN NOSED OVER & CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 123

2/14/87

PELAHATCHIE, MS

A/C Reg. No. N8474L

Time (Lcl) - 1640 CST

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 4. AIRSPEED - INADEQUATE - 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 155 3/16/87 ESCATAWPA, MS A/C Reg. No. N1389X Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	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 - KENNY DEWARD B-8M	Eng Make/Model - VOLKSWAGEN 2180CC	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

-----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	NEW JACKSON COUNTY ARPT
Wind Dir/Speed- 140/010 KTS		Runway Ident - 36
Visibility - 5.0 SM	ATC/Airspace	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Ceiling - 3000 FT BROKEN	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- HAZE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 20
	Months Since - N/A	Make/Model- 20
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- 20
		Last 90 Days- 20
		Rotorcraft - 20

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING POWER OFF LANDINGS DOWNWIND THE FLIGHT ENCOUNTERED A GUST AT WHICH TIME THE PILOT LOST CONTROL. THE AIRCRAFT DESCENDED RAPIDLY STRIKING THE GROUND AND THEN CARTWHEELING.

Brief of Accident (Continued)

File No. - 155

3/16/87

ESCATAWPA,MS

A/C Reg. No. N1389X

Time (Lc1) - 1530 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - TAILWIND
 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 5. THROTTLE/POWER CONTROL - REDUCED - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - 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

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 153 3/28/87 CLARKSDALE,MS A/C Reg. No. N12497 Time (Lcl) - 1600 CST

-----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	1
Accident Occurred During - MANEUVERING						

-----Aircraft Information-----

Make/Model - CESSNA 172M	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	OFF AIRPORT/STRIP
Method - N/A	CLARKSDALE,MS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2300
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 170
		Last 30 Days- UNK/NR
		Instrument- 92
		Last 90 Days- 4
		Multi-Eng - 272

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT WHILE FLYING AT A LOW ALTITUDE OVER A DRIED UP LAKE BED THE AIRCRAFT COLLIDED WITH AN UNMARKED TELEPHONE WIRE. A LANDING WAS MADE IN A FIELD WHERE DAMAGED WAS INSPECTED. THE PILOT THEN ELECTED TO TAKEOFF AND RETURN TO THE DEPARTURE AIRPORT, WHERE HE LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 153

3/28/87

CLARKSDALE,MS

A/C Reg. No. N12497

Time (Lc1) - 1600 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 4. OBJECT - WIRE, STATIC
 5. LOW PASS - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 159 4/19/87 TUPELO, MS A/C Reg. No. N70PJ Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
Type of Operation - PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	Fire	Crew	0	1	0
Accident Occurred During -LANDING	NONE	Pass	0	0	0

-----Aircraft Information-----

Make/Model - CREMER VP-1	Eng Make/Model - VOLKSWAGEN 1600	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 65 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAMB
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1650 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 448
SE LAND	Months Since - 15	Make/Model- 1
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 17
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT LOST ENGINE POWER ON SHORT FINAL APPROACH. ACFT STALLED AND TOUCHED DOWN HARD SHORT OF THE RUNWAY. THE ACFT THEN COLLIDED WITH THE RAISED EDGE OF THE RUNWAY COLLAPSING THE MAIN GEAR AND THEN NOSING OVER. THE PILOT ATTRIBUTED THE LOSS OF ENGINE POWER TO A WEAK MAGNETO COIL WHICH HE HAD BEEN ATTEMPTING TO REPAIR. THE WEAK COIL ALLOWED FOR A WEAK SPARK AT THE SPARK PLUGS WHICH ALLOWED THE PLUGS TO FOUL AND THE ENGINE NOT TO RESPOND QUICKLY TO POWER INCREASES.

Brief of Accident (Continued)

File No. - 159

4/19/87

TUPELO,MS

A/C Reg. No. N70PJ

Time (Lc1) - 1000 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IGNITION SYSTEM,IGNITION COIL - OUTPUT LOW
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
 3. IGNITION SYSTEM,SPARK PLUG - CONTAMINATION
-

Occurrence #2 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 121 1/20/87 GULF OF MEXICO,MX A/C Reg. No. N757DW Time (Lcl) - 1445 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire - NONE	Crew 0	Pass 0	0	1
Flight Conducted Under -14 CFR 91				0	1
Accident Occurred During -LANDING				0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	NAPLES,FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	KEY WEST,FL	Runway Ident - N/A
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - VFR	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WATER-CALM
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 270
SE LAND	Months Since - 4	Make/Model- 100
	Aircraft Type - C-182	Instrument- 10
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT FAILED TO CALCULATE FUEL CONSUMPTION FOR THE INTENDED ROUTE OF FLT PRIOR TO TAKEOFF. APRX 55 MINUTES INTO THE FLT THE ENG QUIT DUE TO FUEL EXHAUSTION. THE ACFT WAS THEN DITCHED IN THE GULF OF MEXICO.

Brief of Accident (Continued)

File No. - 121

1/20/87

GULF OF MEXICO,MX

A/C Reg. No. N757DW

Time (Lc1) - 1445 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM - EXHAUSTION
 2. PLANNING-DECISION - POOR - PILOT IN COMMAND
 3. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
 4. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
 5. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 DITCHING
Phase of Operation DESCENT - EMERGENCY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 36 1/22/87 WILKESBORO, NC A/C Reg. No. N2489R Time (Lc1) - 0730 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	2
Accident Occurred During -TAKEOFF		0	0	0	2

-----Aircraft Information-----

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540 SER	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP.	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	WILKESBORO, NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ALLENTOWN, PA	WILKES COUNTY
Wind Dir/Speed- 360/006 KTS	ATC/Airspace	Runway Ident - 06
Visibility - .800 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4250/ 75
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - OBSCURED	Type Apch/Lndg - NONE	Runway Status - SNOW - WET
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - DAWN		

-----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 - 5782
SE LAND, ME LAND, SE SEA	Months Since - 6	Make/Model - 225
HELICOPTER	Aircraft Type - J-3	Instrument - 515
		Multi-Eng - 1951
		Last 24 Hrs - 4
		Last 30 Days - UNK/NR
		Last 90 Days - 113
		Rotorcraft - 116

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A TAKEOFF ATTEMPT, THE RIGHT SEAT PILOT DID NOT GET AN AIRSPEED INDICATION. HOWEVER, THE LEFT AIRSPEED INDICATED 45 MPH WHEN THE PILOT ABORTED THE TAKEOFF. THE AIRCRAFT VEERED OFF THE RIGHT SIDE OF THE RUNWAY 1700 FEET FROM THE INITIAL TAKEOFF ROLL. RUNWAY 06 IS 4250 FEET LONG. THE PLANNED LIFTOFF SPEED SHOULD HAVE BEEN 80 MPH AT 5000 POUNDS GROSS WEIGHT WITH A TOTAL TAKEOFF DISTANCE OF 1200 FEET. THIS TAKEOFF DATA IS BASED UPON A LEVEL, DRY, PAVED SURFACE. FAA ADVISORY CIRCULAR 91-6A STATES THAT TAKEOFF SHOULD NOT BE ATTEMPTED WITH GREATER THAN 1/2 INCH OF WET SNOW ON THE RWY SURFACE. THE PLT REPORTED THAT THE RWY WAS COVERED WITH 4 INCHES SNOW

Brief of Accident (Continued)

File No. - 36

1/22/87

WILKESBORO, NC

A/C Reg. No. N2489R

Time (Lcl) - 0730 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
 3. AIRPORT SNOW REMOVAL - NOT ATTAINED - AIRPORT PERSONNEL
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 86 2/01/87 FUQUAY VARINA, NC A/C Reg. No. N64823 Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -INSTRUCTIONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TRIPLE W AIR PARK
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3004/ 70
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 24
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 22
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED THAT THE LT MAIN WHEEL ROLLED OFF THE RWY INTO MUD DURING LDG ROLLOUT. THIS PULLED THE ACFT OFF THE RWY AND DOWN AN EMBANKMENT INTO A DITCH. THE NOSE GEAR SUBSEQUENTLY SANK INTO THE MUD AND THE ACFT NOSED DOWN. THE ACFT CAME TO REST ON THE NOSE AND RT WING. THE STUDENT PLT REPORTED THAT THIS WAS HIS SECOND SOLO FLT..

Brief of Accident (Continued)

File No. - 86

2/01/87

FUQUAY VARINA, NC

A/C Reg. No. N64823

Time (Lc1) - 1500 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - WET
6. TERRAIN CONDITION - SOFT
7. 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) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 176 3/07/87 LEXINGTON, NC A/C Reg. No. N61639 Time (Lc1) - 1115 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LEXINGTON MUNICIPAL
Wind Dir/Speed- 330/008 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 65
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - ASR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE	STRAIGHT-IN	
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)
COMMERCIAL	Current - YES	Total - 285
SE LAND	Months Since - 6	Make/Model- 56
	Aircraft Type - UNK/NR	Instrument- 65
		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 REPORTED THAT HE HAD TRANSITIONED TO A VISUAL APPROACH, FOLLOWING A SIMULATED RADAR APPROACH TO THE RWY USING VECTORS AND DESCENT INFO SUPPLIED BY AN INSTRUMENT-RATED SAFETY PLT IN THE RT SEAT. THE SAFETY PLT WAS THE PLT'S FORMER INSTRUCTOR. THE PLT TOLD THE SAFETY PLT THAT HE FELT THAT THE ACFT WAS TOO HIGH TO LAND, AND THAT A GO-AROUND MIGHT BE ADVISABLE. THE SAFETY PLT TOLD HIM THAT THERE WAS ENOUGH ROOM TO LAND AND THE PLT CONTINUED THE DESCENT. THE PLT REPORTED THAT HE STILL HAD INTENTIONS OF GOING AROUND WHEN THE SAFETY PLT LOWERED THE FLAPS ABOUT 1/3 OF THE WAY DOWN THE RWY, AT ABOUT 25 FT AGL. THE ACFT SUBSEQUENTLY TOUCHED DOWN SLIGHTLY OVER HALFWAY DOWN THE 3300 FOOT RWY, AND OVERRAN THE END.

Brief of Accident (Continued)

File No. - 176

3/07/87

LEXINGTON, NC

A/C Reg. No. N61639

Time (Lcl) - 1115 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. ALTITUDE - EXCESSIVE -
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. CREW/GROUP COORDINATION - POOR - PILOT IN COMMAND
7. LOWERING OF FLAPS - INITIATED - OTHER CREW MEMBER
8. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - OTHER CREW MEMBER
9. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

10. TERRAIN CONDITION - DOWNHILL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,9

Factor(s) relating to this accident is/are finding(s) 4,5,6,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 145 3/05/87 NORFOLK,NE A/C Reg. No. N890AC Time (Lcl) - 1958 CST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage		Injuries			
Name of Carrier	-MID CONTINENT AIRLINES	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,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	- EMBRAER EMB-110	Eng Make/Model	- P&W PT6-34	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 13007	Engine Type	- TURBOPROP		
No. of Seats	- 20	Rated Power	- 750 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point	OFF AIRPORT/STRIP	
Method	- UNK/NR	COLUMBUS,NE		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	KARL STEFAN MEM.	
Wind Dir/Speed	- 160/011 KTS		Runway Ident	- N/A
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Flight Plan	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE	- STRAIGHT-IN		
Condition of Light	- DUSK	FULL STOP		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 4500	Last 24 Hrs - UNK/NR
ME LAND	Months Since - 4	Make/Model- 1100	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-----

THE CREW STATED THEY WERE DESCENDING FOR LANDING WHEN THEY FLEW THROUGH A FLOCK OF GEESE THAT WERE TRAVELING IN THE SAME DIRECTION. THEY RECEIVED THREE OR FOUR BIRD STIKES. THE AIRCRAFT LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 145

3/05/87

NORFOLK,NE

A/C Reg. No. N890AC

Time (Lcl) - 1958 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - NORMAL

Finding(s)

1. OBJECT - BIRD(S)
 2. LIGHT CONDITION - DUSK
-

----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

Brief of Accident (Continued)

File No. - 101

1/25/87

FALLON,NV

A/C Reg. No. N66996

Time (Lcl) - 1212 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 102 1/28/87 LAS VEGAS,NV A/C Reg. No. N69310 Time (Lcl) - 0043 PST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-BENJAMIN GILBERT	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,MAIL ONLY	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 402B	Eng Make/Model	- CONTINENTAL TS10-520-E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	ALBUQUERQUE,NM		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	MCCARAN INT'L	
Wind Dir/Speed	- 230/020 KTS	ATC/Airspace	Runway Ident	- 19R
Visibility	- 15.0 SM	Type of Flight Plan	- 9776/ 150	
Lowest Sky/Clouds	- 8000 FT SCATTERED	Type of Clearance	- ASPHALT	
Lowest Ceiling	- 18000 FT BROKEN	Type Apch/Lndg	- STRAIGHT-IN	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- NIGHT(DARK)			

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total - 5881	Last 24 Hrs - 10
SE LAND,ME LAND	Months Since - 3	Make/Model- 223	Last 30 Days- UNK/NR
	Aircraft Type - 401	Instrument- 242	Last 90 Days- 385
		Multi-Eng - 1951	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT FILED IFR, 2+40 ETE. DUE DELAY, PLT DEPARTED VFR AND OPENED VFR FLT PLAN. ENROUTE, STONG HDWINDS ENCOUNTERED. ALSO, CLOUDS REQUIRED ALTITUDE AND COURSE DEVIATIONS TO MAINTAIN VFR. ATE WAS 3+33. ON FINAL, LEFT ENG LOST PWR, RT ENG BEGAN SURGING. INTO 20-KT HDWIND, ACFT LANDED HARD SHORT OF RWY, COLLAPSING GEAR. INVESTIGATION SHOWED FUEL STARVATION. ALL FUEL GAGES ERRONEOUS; MAINS SHOWED 50 AND 100 LBS REMAINING AFTER DRAINING RESIDUAL 1-2 GALS. AUX TANKS WERE NEAR FULL, 20-GAL LOCKER TANK WAS FULL. PLT STATED FLIGHT CONDUCTED ON MAIN TANKS EXCEPT AUX TANKS USED FOR 30-40 MINS ENROUTE. WT & BAL RECORD SHOWED 100 GALS FUEL, BUT PLT HAD ORDERED TOP-OFF (180 GALS).

Brief of Accident (Continued)

File No. - 102

1/28/87

LAS VEGAS,NV

A/C Reg. No. N69310

Time (Lc1) - 0043 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM,PUMP - INOPERATIVE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
4. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INCORRECT
5. FUEL SUPPLY - IMPROPER USE OF - PILOT IN COMMAND
6. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

7. PROPER TOUCHDOWN POINT - NOT POSSIBLE -
8. WEATHER CONDITION - UNFAVORABLE WIND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 57 2/16/87 NEW PALTZ, NY A/C Reg. No. N9708G Time (Lcl) - 2045 EST

-----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 Pass	0	0	2
Accident Occurred During -TAKEOFF					0

-----Aircraft Information-----

Make/Model - CESSNA 180H	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TETERBORO, NJ	STANTON
Wind Dir/Speed- 040/010 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 23
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 927
SE LAND	Months Since - 7	Make/Model- 39
	Aircraft Type - UNK/NR	Instrument- 48
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA 180/H WAS DEPARTING THE RUNWAY AT NIGHT WITH TWO PASSENGERS ON BOARD. THE PILOT LOST CONTROL OF THE AIRCRAFT AS THE TAIL CAME UP AND VEERED LEFT INTO A SNOW BANK. AFTER STRIKING THE LEFT SNOW BANK, THE AIRCRAFT VEERED RIGHT AND STRUCK THE RIGHT SNOW BANK. AFTER STRIKING THE RIGHT SNOW BANK, THE AIRCRAFT HIT A DRAINAGE DITCH AND THEN FLIPPED OVER. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE AND THE THREE OCCUPANTS RECEIVED MINOR INJURIES. THERE WAS NO FIRE. THE TAKEOFF WAS INITIATED ON RWY 14. THE WINDS WERE REPORTED AS BEING FROM 040 AT 10 KTS WITH GUSTS TO 15 KTS.

Brief of Accident (Continued)

File No. - 57

2/16/87

NEW PALTZ, NY

A/C Reg. No. N9708G

Time (Lc1) - 2045 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - DARK NIGHT
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - SNOWBANK
7. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 58 2/17/87 ALBION,NY A/C Reg. No. N757DD Time (Lcl) - 1045 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING			0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-N	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 AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PINE HILL
Wind Dir/Speed- 070/005 KTS	ATC/Airspace	Runway Ident - 10
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2675/ 36
Lowest Sky/Clouds - CLEAR	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 - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 23 Last 24 Hrs - 8.
	Months Since - N/A	Make/Model- 23 Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 5 Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT IN A CESSNA 152 WAS MAKING A SUPERVISED SOLO AND HAD COMPLETED 4 FULL STOP LANDING WITHOUT PROBLEM WHEN ON THE FIFTH LANDING, THE PILOT LOST CONTROL ON THE GROUND AND HIT A SNOW BANK, FLIPPING OVER. THE PILOT REPORTED TURBULENT WIND JUST AS SHE TOUCHED DOWN AND LOST CONTROL OF THE AIRCRAFT. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE AND THE PILOT WAS UNINJURED. THERE WAS NO REPORT OF WIND GUSTS OR TURBULENCE EXCEPT BY THE PLT.

Brief of Accident (Continued)

File No. - 58

2/17/87

ALBION, NY

A/C Reg. No. N757DD

Time (Lc1) - 1045 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, 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
-

----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. - 30 1/25/87 DELAWARE, OH A/C Reg. No. N7992U Time (Lc1) - 1620 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation - INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During -LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - 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	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	NORTH VERNON, IN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DELAWARE MUNICIPAL
Wind Dir/Speed- 360/011 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 75
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 43
	Months Since - N/A	Make/Model - 42
	Aircraft Type - N/A	Instrument - 1
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED THAT HE LOST CONTROL OF THE ACFT WHILE LANDING ON RWY 28 IN CROSWIND CONDITIONS, AFTER A SOLO X-C FLT. THE ACFT LANDED HARD, VEERED OFF THE RWY, AND NOSED OVER. ACCORDING TO THE PLT, THE WIND WAS FROM 360 AT 10 KTS, GUSTING TO 20 KTS. THE STUDENT PLT CITED PILOT ERROR AS THE CAUSE OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 30

1/25/87

DELAWARE, OH

A/C Reg. No. N7992U

Time (Lc1) - 1620 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 186 3/07/87 TORONTO,OH A/C Reg. No. N9412D Time (Lcl) - 1815 EST

-----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 -LANDING	Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-22-160	Eng Make/Model - LYCOMING O-320-B2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1840	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 AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DYER AIRPORK
Wind Dir/Speed- 315/008 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2250/ 226
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 369
SE LAND	Months Since - 17	Last 24 Hrs - 2
	Aircraft Type - PA22160	Make/Model- 305
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENGINE QUIT COMPLETELY AFTER TAKEOFF AT ABOUT 50-75 FT AGL WITHOUT ANY WARNING. THE PLT ATTEMPTED TO LAND BACK ON THE RWY AND THE ACFT OVERRAN THE RWY END. EXAMINATION OF THE ACFT AFTER THE ACCIDENT REVEALED NO MALFUNCTIONS, DEFECTS, OR FAILURES.

Brief of Accident (Continued)

File No. - 186

3/07/87

TORONTO,OH

A/C Reg. No. N9412D

Time (Lcl) - 1815 EST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - DIRT BANK
3. TERRAIN CONDITION - DOWNHILL
4. TERRAIN CONDITION - DITCH

----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 103 4/17/87 COLUMBUS,OH A/C Reg. No. N2183D Time (Lc1) - 1645 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	SUBSTANTIAL		Fatal	Injuries	
Type of Operation -BUSINESS	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAXI				0	0
				1	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COLUMBUS,OH	PORT COLUMBUS
Wind Dir/Speed- 350/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1275
SE LAND	Months Since - 18	Make/Model- 986
	Aircraft Type - UNK/NR	Instrument- 104
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 116

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF ON A LOCAL FLIGHT, THE AIRCRAFT COLLIDED WITH A PARKED FUEL TRUCK. THE PILOT SAID HE SAW THE PARKED TRUCK AND ATTEMPTED TO TAXI BETWEEN IT AND SOME PARKED AIRCRAFT. THE PILOT SAID HE MISJUDGED THE CLEARANCE AND THE LEFT WING STRUCK THE TRUCK. THE AIRCRAFT SUSTAINED SUBSTANTIAL AIRFRAME DAMAGE.

Brief of Accident (Continued)

File No. - 103

4/17/87

COLUMBUS,OH

A/C Reg. No. N2183D

Time (Lcl) - 1645 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - VEHICLE
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 177 2/04/87 KINGFISHER,OK A/C Reg. No. N26RF Time (Lcl) - 1709 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	1	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES/NO
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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SUNDANCE,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SUNDANCE ARPT
Wind Dir/Speed- 110/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4200 FT THIN BKN	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1906
SE LAND	Months Since - 6	Make/Model- 271
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 287
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 34
		Rotorcraft - 48

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE WAS DEMONSTRATING EMERGENCY LANDING PROCEDURES TO THE STUDENT PILOT. AT ABOUT 1000 AGL HE INSTRUCTED THE STUDENT TO APPLY FULL POWER FOR A GO AROUND. ACCORDING TO THE PILOT, THE ENGINE DEVELOPED FULL POWER FOR ABOUT 30 SEC. AND FAILED. THE AIRCRAFT CRASHED IN A SOFT, WET, FRESHLY PLOWED FIELD. COLLAPSING THE LANDING GEAR AND DAMAGING BOTH WING SPARS.

Brief of Accident (Continued)

File No. - 177

2/04/87

KINGFISHER,OK

A/C Reg. No. N26RF

Time (Lc1) - 1709 CST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. EMERGENCY PROCEDURE - - PILOT IN COMMAND(CFI)
 2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 3. FUEL SYSTEM,CARBURETOR - ICE
 4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 5. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND(CFI)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - SOFT
 7. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #4 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. 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) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 59 3/04/87 HOOKER,OK A/C Reg. No. N4783F Time (Lcl) - 1930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal			
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	5
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA P206B	Eng Make/Model - CONTINENTAL IO-520-A	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 - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	DENVER,CO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	HOOKER,OK	FISCHER BROS. (PRIVATE)
Wind Dir/Speed- 170/007 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2640/ 30
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - GRASS/TURF
Lowest Ceiling -	Type Apch/Lndg - STRAIGHT-IN	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 144
SE LAND	Months Since - 18	Make/Model- 35
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT CLOSED THE THROTTLE AFTER CROSSING THE APPROACH END OF THE RUNWAY AND WHILE AT 10 FEET OR LESS ABOVE GROUND LEVEL. HE BLED OFF AIRSPEED TO THE POINT THAT THE AIRCRAFT STALLED AND DROPPED TO THE SURFACE, RESULTING IN A HARD LANDING WITH SUBSTANTIAL DAMAGE. HE STATED THAT BY CLOSING THE THROTTLE AT THIS POINT HE THOUGHT THE AIRCRAFT WOULD STOP QUICKER ON THE 2640 X 30 FOOT SOD RUNWAY. THE OCCURRENCE WAS DURING THE HOURS OF DARKNESS.

Brief of Accident (Continued)

File No. - 59

3/04/87

HOOKER,OK

A/C Reg. No. N4783F

Time (Lc1) - 1930 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 62 3/05/87 BROKEN ARROW,OK A/C Reg. No. N15253 Time (Lc1) - 0715 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass	0	0	0	1
Accident Occurred During - DESCENT						1

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY 7-B	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

-----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	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 210/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 201
	Months Since - 19	Last 24 Hrs - UNK/NR
FREE BALLOON	Aircraft Type - FIREFLY	Make/Model- 201
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON DRIFTED INTO POWER LINES JUST AFTER LIFTOFF. THE PILOT STATED HE WAS HOOKING UP A NEW TEMPERATURE GAUGE AND DID NOT NOTICE THAT THE BALLOON WAS DESCENDING.

Brief of Accident (Continued)

File No. - 62

3/05/87

BROKEN ARROW,OK

A/C Reg. No. N15253

Time (Lc1) - 0715 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - 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) 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. - 75 3/07/87 FAIRMONT,OK A/C Reg. No. N5102N Time (Lc1) - 1800 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
Type of Operation -AERIAL APPLICATION	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 137	Fire	Crew	0	0	1
Accident Occurred During -DESCENT	NONE	Pass	0	0	0

-----Aircraft Information-----

Make/Model - BOEING B75N1	Eng Make/Model - P&W R-985-3	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 4200	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	DOUGLAS,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 210/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1700
SE LAND	Months Since - 15	Make/Model- 800
	Aircraft Type - 177	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- 10
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE PULL UP AT END OF SWATH RUN PILOT MISJUDGED POWER LINE CLEARANCE. TOP LINE CAUGHT ON AIRCRAFT AND CAUSED UNCONTROLLED DESCENT TO GROUND.

Brief of Accident (Continued)

File No. - 75

3/07/87

FAIRMONT,OK

A/C Reg. No. N5102N

Time (Lc1) - 1800 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. OBJECT - WIRE,TRANSMISSION
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 143 4/25/87 ARDMORE,OK A/C Reg. No. N3575 Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- BELL 47D1	Eng Make/Model	- FRANKLIN O-335-5D	ELT Installed/Activated	- NO -N/A
Landing Gear	- HIGH SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 165 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	ARDMORE,OK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	ARDMORE,OK	Runway Ident - N/A
Wind Dir/Speed	- 160/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility	- 5.0 SM	Type of Flight Plan	- NONE
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE,COMMERCIAL	Current - YES	Total - 520	Last 24 Hrs - 7
SE LAND	Months Since - 3	Make/Model - 394	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 35	Last 90 Days - 75
		Multi-Eng - UNK/NR	Rotorcraft - 396

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PILOT REPORTEDLY HEARD AN UNUSUAL NOISE IN THE ENGINE AND MADE A PRECAUTIONARY AUTOROTATION TO LANDING. TOUCHDOWN WAS ON UNEVEN TERRAIN AND IN A NOSE LOW ATTITUDE. THIS RESULTED IN THE TAIL ROTOR ASSEMBLY BEING CHOPPED OFF THE TAIL BOOM BY THE MAIN ROTOR BLADES. AFTER RECOVERY THE OWNER/OPERATOR STATED HE FOUND NO EVIDENCE OF ANYTHING OTHER THAN A HARD LANDING WHICH RESULTED IN THE MAIN ROTOR BLADES MAKING CONTACT WITH THE TAIL BOOM AND CHOPPING IT IN TWO.

Brief of Accident (Continued)

File No. - 143

4/25/87

ARDMORE,OK

A/C Reg. No. N3575

Time (Lc1) - 1730 CDT

Occurrence #1 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 2. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. FLARE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 38 2/08/87 JOSEPH,OR A/C Reg. No. N3079J 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	0	1
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150E	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JOSEPH STATE
Wind Dir/Speed- 150/003 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 335
SE LAND	Months Since - 0	Make/Model- 64
	Aircraft Type - UNK/NR	Instrument- 3
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS ON FIRST FLIGHT OF SEASON. AFTER TWO HOURS FLYING, LANDING WAS ATTEMPTED ON DRY HARD-SURFACE RUNWAY IN SLIGHT TAILWIND. DURING ROLL-OUT, LEFT DRIFT DEVELOPED. USE OF RIGHT BRAKE CAUSED TAIL OF ACFT TO LIFT. PLT APPLIED BOTH BRAKES AND ACFT NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 38

2/08/87

JOSEPH,OR

A/C Reg. No. N3079J

Time (Lc1) - 1200 PST

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 RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PANIC - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6

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. - 125 2/12/87 NYSSA,OR A/C Reg. No. N72166 Time (Lc1) - 1655 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			None
Type of Operation -PERSONAL	Fire	0	Serious	Minor	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0	0
Accident Occurred During -TAKEOFF		0	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 140	Eng Make/Model - LYCOMING C-85-12	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - 31
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - 2500 -UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 147
SE LAND	Months Since - 16	Make/Model- 87
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ROLL, A DOMESTIC SHEEP CROSSED THE STRIP IN FRONT OF THE AIRCRAFT. THE PILOT CUT ENGINE POWER AND MANEUVERED TO AVOID, BUT THE ANIMAL CROSSED BACK IN FRONT. CONTACT WITH THE PROPELLER CAUSED THE AIRCRAFT TO FLIP INVERTED.

Brief of Accident (Continued)

File No. - 125

2/12/87

NYSSA,OR

A/C Reg. No. N72166

Time (Lc1) - 1655 MST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - ANIMAL(S)
 2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 132 2/20/87 NORTH BEND,OR A/C Reg. No. N3266Y Time (Lcl) - 2027 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	0	0	0
Accident Occurred During -APPROACH						

-----Aircraft Information-----

Make/Model - CESSNA 182	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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	MEDFORD,OR	
Completeness - PARTIAL,LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	FLORENCE,OR	NORTH BEND MUNICIPAL
Wind Dir/Speed- 290/007 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4613/ 150
Lowest Sky/Clouds - 1000 FT PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - UNK/NR	Total - 4000
SE LAND	Months Since - UNK/NR	Make/Model- 3500
	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-----

PLT WAS INBOUND TO VORTAC IN CLOUDS FOR LOCALIZER APPROACH TO RWY 4. WX AT ARPT REPORTING 1500 FT BKN. PLT EXPECTED TO MAKE MISSED APPROACH TO CONTINUE VFR TO ANOTHER ARPT. PLT REPORTED INBOUND IN AND OUT OF CLOUDS AT 1300 FT. ACFT CRASHED 4 NM BEYOND ARPT, 1200 FT SOUTH OF BACK COURSE.

Brief of Accident (Continued)

File No. - 132

2/20/87

NORTH BEND,OR

A/C Reg. No. N3266Y

Time (Lc1) - 2027 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. LIGHT CONDITION - DARK NIGHT
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 122 2/19/87 SAN JUAN, PR A/C Reg. No. N20350 Time (Lcl) - 1740 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172 M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES-UNK/NR
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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 110/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WATER-CALM
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1134
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 102
		Last 30 Days- UNK/NR
		Instrument- 80
		Last 90 Days- 216
		Multi-Eng - 230
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT STATED THAT THE FLT WAS OVER SAN JUAN BAY APRX 2.5-3 MILES FROM THE ARPT AT APRX 700 FEET WHEN THE ENG BEGAN TO RUN ROUGH. THE ENG THEN QUIT. HOWEVER IT RESTARTED MOMENTARILY. REALIZING THE FLT WOULD NOT REACH THE ARPT THE ACFT WAS THEN DITCHED IN THE BAY APRX 15 FEET FROM SHORE IN APRX 4-5 FEET OF WATER. POST CRASH EXAMINATION OF THE INTACT FUEL TANKS REVEALED THAT THEY DID NOT CONTAIN ENOUGH FUEL TO SUSTAIN ENGINE OPERATION.

Brief of Accident (Continued)

File No. - 122

2/19/87

SAN JUAN, PR

A/C Reg. No. N20350

Time (Lc1) - 1740 AST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND(CFI)
 3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE
 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND(CFI)
 5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND(CFI)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 180 1/13/87 COLUMBIA, SC A/C Reg. No. N757XP Time (Lcl) - 1255 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	1	0
Accident Occurred During	-DESCENT	NONE	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235 SERIES	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	OWENS DOWNTOWN
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident - 31
Visibility	- 15.0 SM	Type of Flight Plan	- NONE
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE
Lowest Ceiling	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN
Obstructions to Vision	- NONE		TOUCH AND GO
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)	
STUDENT	Current - N/A	Total - 46	Last 24 Hrs - 3
	Months Since - N/A	Make/Model - 35	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 2	Last 90 Days - 13

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS UNABLE TO RECALL ANYTHING ABOUT THE ACFT. A PLT/A&P OBSERVING THE T.O. STATED THAT THE ACFT LIFTED OFF AND CLIMBED TO 50-60 FT. WHEN A FLOCK OF BLACK BIRDS FLEW UP INTO THE PATH OF THE ACFT. THE ACFT PITCHED UP, YAWED SLIGHTLY, TURNED ABOUT ITS VERTICAL AXIS AND DROPPED INTO A DITCH. ANOTHER WITNESS DESCRIBED THE FINAL MANEUVER AS ABOUT 3/4 TURN PRIOR TO GROUND IMPACT. THE STUDENT PLT HAD A TOTAL OF 5 HRS. SOLO AND 46 HRS TOTAL.

Brief of Accident (Continued)

File No. - 180

1/13/87

COLUMBIA, SC

A/C Reg. No. N757XP

Time (Lcl) - 1255 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PULL-UP - ATTEMPTED - PILOT IN COMMAND
 2. OBJECT - BIRD(S)
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - 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

Factor(s) relating to this accident is/are finding(s) 4

Brief of Accident

File No. - 19 1/03/87 GLADEWATER, TX A/C Reg. No. N201AV Time (Lc1) - 1320 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	1	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360-A3B6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GLADEWATER, TX	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	HOUSTON, TX	GLADEWATER MUNICIPAL
Wind Dir/Speed- 330/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED INTO LOW OVERCAST CLOUDS (ABOUT 200 FOOT CEILING) WITH ONE TO TWO MILES VISIBILITY IN LIGHT RAIN AND FOG. HE DID NOT FILE A FLIGHT PLAN ALTHOUGH HE WAS INSTRUMENT RATED. HIS CURRENCY FOR FLIGHT IN INSTRUMENT CONDITIONS ARE UNKNOWN. IMMEDIATELY AFTER ENTERING THE CLOUDS THE PILOT INITIATED A CLIMBING LEFT TURN OF ABOUT 150-160 DEGREES. ABOUT A MINUTE LATER THE AIRCRAFT CRASHED 1.5 MILES SOUTH OF THE DEPARTURE AIRPORT. IMPACT OCCURRED IN A STEEP NOSE DOWN ATTITUDE OF 60-75 DEGREES AND AT A HIGH RATE OF SPEED. NO EVIDENCE OF PRE-IMPACT MECHANICAL FAILURE OR MALFUNCTION WAS FOUND. THE CLIMBING LEFT TURN IMMEDIATELY AFTER ENTERING THE CLOUDS WOULD HAVE BEEN CONDUCIVE TO SPATIAL DISORIENTATION.

Brief of Accident (Continued)

File No. - 19

1/03/87

GLADEWATER, TX

A/C Reg. No. N201AV

Time (Lc1) - 1320 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. LIGHT CONDITION - DAYLIGHT
4. WEATHER CONDITION - LOW CEILING
5. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
6. 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) 1,6

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 139 1/04/87 LUFKIN, TX A/C Reg. No. N66590 Time (Lcl) - 1214 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	1

-----Aircraft Information-----

Make/Model - BELLANCA 17-30	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	BROWNSVILLE, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LUFKIN, TX	LUFKIN
Wind Dir/Speed- 340/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 1700 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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1529
SE LAND, ME LAND	Months Since - 16	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 38
		Instrument- 68
		Last 30 Days- UNK/NR
		Last 90 Days- 36
		Multi-Eng - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PRIVATE PILOT SUBSTANTIALLY DAMAGED HIS AIRCRAFT WHILE ATTEMPTING AN EMERGENCY LANDING FOLLOWING A ENGINE FAILURE DUE TO FUEL EXHAUSTION IN THE RIGHT MAIN TANK. THE PILOT SWITCHED TO A FULL TANK BUT FAILED TO USE THE FUEL BOOST PUMP DURING THE ATTEMPTED RESTART.

Brief of Accident (Continued)

File No. - 139

1/04/87

LUFKIN, TX

A/C Reg. No. N66590

Time (Lcl) - 1214 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. FUEL SYSTEM, PUMP - NOT ENGAGED
 4. FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND
 5. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

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) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

Brief of Accident (Continued)

File No. - 20

1/15/87

BROWNSVILLE, TX

A/C Reg. No. N1590S

Time (Lc1) - 1005 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT
 4. PLANNING-DECISION - POOR - PILOT IN COMMAND
 5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 6. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
 7. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. LOWERING OF FLAPS - NOT SELECTED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6,7

Factor(s) relating to this accident is/are finding(s) 3,4,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 11 1/24/87 RIO VISTA, TX A/C Reg. No. N8033F Time (Lcl) - 1615 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	1	0	0
Accident Occurred During -DESCENT		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150F	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RIO VISTA, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RIO VISTA, TX	CROSSWIND ACRES
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1700/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 700
SE LAND	Months Since - 18	Make/Model- 20
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

PRIVATE PILOT OF CESSNA 150K EXPERIENCED PARTIAL POWER LOSS AFTER DEPARTING PRIVATE STRIP NEAR RIO VISTA, TX. PILOT ATTEMPTED TO RETURN FOR LANDING. AFTER TAKE OFF HE WAS UNABLE TO SUSTAIN CLIMB. AIRCRAFT HIT UTILITY POLE, AIRCRAFT CONTROL WAS LOST AND IMPACTED THE GROUND. FUEL SYSTEM WAS CONTAMINATED WITH PAPER TOWEL MATERIAL AND LEAVES RESTRICTING FUEL FLOW TO ENGINE. ANNUAL INSPECTION WAS COMPLETED ON THE DAY OF THE ACCIDENT. ANNUAL INSPECTION HAD NOT BEEN SIGNED OFF IN AIRCRAFT LOGBOOK.

Brief of Accident (Continued)

File No. - 11

1/24/87

RIO VISTA, TX

A/C Reg. No. N8033F

Time (Lc1) - 1615 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
 3. FUEL SYSTEM - BLOCKED(PARTIAL)
 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
 6. OBJECT - UTILITY POLE
-

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) 4,5

Brief of Accident

File No. - 140 1/24/87 ALPINE, TX A/C Reg. No. N2592C Time (Lcl) - 1405 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING					

----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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ALPINE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ALPINE MUN.
Wind Dir/Speed- 320/023 KTS		Runway Ident - 27
Visibility - 60.0 SM	ATC/Airspace	Runway Lth/Wid - 2440/ 80
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - VFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type of Clearance - VFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 37
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 37
		Last 30 Days- UNK/NR
		Instrument- 8
		Last 90 Days- 16

Instrument Rating(s) - NONE

----Narrative----

STUDENT PILOT ON SOLO FLIGHT ATTEMPTED TAKEOFF IN STRONG GUSTY WINDS AND DRAGGED LEFT WING TIP ON RUNWAY. PILOT LEVELED WINGS AND ATTEMPTED TO LAND AIRCRAFT BUT DEPARTED LEFT SIDE OF RUNWAY AND COLLIDED WITH DITCH.

Brief of Accident (Continued)

File No. - 140

1/24/87

ALPINE, TX

A/C Reg. No. N2592C

Time (Lcl) - 1405 CST

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
 5. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
 6. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 135 1/29/87 TERREL, TX A/C Reg. No. N4862Z Time (Lcl) - 1005 CST

-----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 -DESCENT						

-----Aircraft Information-----

Make/Model - PIPER PA-22-108	Eng Make/Model - LYCOMING O-235-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 135 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TERREL, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TERRELL MUN.
Wind Dir/Speed- 270/008 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 937
SE LAND	Months Since - 6	Make/Model- 3
	Aircraft Type - UNK/NR	Instrument- 180
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ATTEMPTED A GO-AROUND DUE TO CROSS WINDS AND EXPERIENCED AN ENGINE FAILURE DUE TO FUEL STARVATION WHEN THE MIXTURE CONTROL VIBRATED OUT TO THE SHUTOFF POSITION. THE PILOT ATTEMPTED SEVERAL TIMES TO RESTART THE ENGINE, BUT WAS UNSUCCESSFUL PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 135

1/29/87

TERREL, TX

A/C Reg. No. N4862Z

Time (Lcl) - 1005 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. MIXTURE CONTROL, PUSH/PULL ROD - VIBRATION
2. MIXTURE - NOT CORRECTED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. FLUID, FUEL - STARVATION

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. OBJECT - TREE(S)

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 76 1/31/87 JACKSONVILLE, TX A/C Reg. No. N175RF Time (Lc1) - 1220 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injuries			
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 175	Eng Make/Model - CONTINENTAL 300-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JACKSONVILLE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	JACKSONVILLE
Wind Dir/Speed- 140/007 KTS		Runway Ident - N/A
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Ceiling - 15000 FT BROKEN	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 220
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 PILOT STATED THAT HE HAD ADDED OIL TO THE ENGINE PRIOR TO HIS DEPARTURE ON A SIGHT SEEING FLIGHT, BUT ON SCENE INVESTIGATION REVEALED THAT THE ENGINE FROZE FROM OIL STARVATION. NO EVIDENCE OF LEAKAGE WAS FOUND. THE AIRCRAFT HAD BEEN OWNER-MAINTAINED FOR SEVERAL YEARS.

Brief of Accident (Continued)

File No. - 76

1/31/87

JACKSONVILLE, TX

A/C Reg. No. N175RF

Time (Lcl) - 1220 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. FLUID, OIL - STARVATION
 2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Brief of Accident (Continued)

File No. - 27

2/01/87

MARFA, TX

A/C Reg. No. N47849

Time (Lc1) - 1915 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - 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. - 22 2/01/87 FORT WORTH, TX A/C Reg. No. N98816 Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	OAK GROVE
Wind Dir/Speed- 230/009 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 50
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
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)
PRIVATE	Current - YES	Total - 91
SE LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - C-152	Make/Model- 2
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

PRIVATE PILOT IN CESSNA 172P WITH THREE PASSENGERS ABOARD ATTEMPTED TO TAKE OFF WITH 60 DEGREE, 9 KNOT CROSS-WIND COMPONENT. PILOT ROTATED AIRCRAFT PREMATURELY CAUSING STALL WARNING HORN TO ACTIVATE AND AIRSPEED TO DISSIPATE. PILOT LOWERED NOSE OF AIRCRAFT IN AN ATTEMPT TO REGAIN AIRSPEED. AIRCRAFT BEGAN TO LOSE ALTITUDE. PILOT FAILED TO TAKE CORRECTIVE ACTION TO COMPENSATE FOR CROSS-WIND AND ALLOWED AIRCRAFT TO DRIFT OFF RUNWAY AND IMPACT THE GROUND AND A FENCE CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT. THE PILOT AND PASSENGERS WERE NOT INJURED. PILOT HAD ONE HOUR OF DUAL INSTRUCTION IN ACCIDENT MAKE AND MODEL AND TOTAL OF 2 HOURS IN MAKE AND MODEL.

Brief of Accident (Continued)

File No. - 22

2/01/87

FORT WORTH, TX

A/C Reg. No. N98816

Time (Lcl) - 1530 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
 2. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
 3. AIRSPEED(VLOF) - NOT OBTAINED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 5. ROTATION - PREMATURE - PILOT IN COMMAND
 6. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 12 2/03/87 FLORESVILLE, TX A/C Reg. No. N3554A Time (Lc1) - 1000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	IN FLIGHT	Pass 0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-22-135	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 135 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAN MARCOS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FLORESVILLE, TX	Runway Ident - N/A
Wind Dir/Speed- 120/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 15000 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 - YES	Total - 84 Last 24 Hrs - 1
SE LAND	Months Since - 2	Make/Model- 67 Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 2 Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HEARD A SUDDEN CHANGE IN ENGINE SOUNDS DURING FLIGHT AND REALIZED HIS MUFFLER HAD FAILED. HE WAS FLYING ABOUT 1000 FEET ABOVE GROUND LEVEL AND INITIATED A DESCENT TO 250 FEET. HEAT AND FLAMES STARTED ENTERING THE COCKPIT THROUGH THE CABIN HEAT INLET DUCT. HE THEN MADE AN EMERGENCY LANDING IN A SOFT SANDY PASTURE ON A SLIGHT INCLINE. THE NOSE GEAR STRUT SEPARATED JUST ABOVE THE WHEEL AND THE AIRCRAFT FLIPPED INVERTED. IT WAS QUICKLY CONSUMED BY FIRE. THE PILOT AND PASSENGER ESCAPED WITH SERIOUS AND MINOR BURN INJURIES RESPECTIVELY.

Brief of Accident (Continued)

File No. - 12

2/03/87

FLORESVILLE, TX

A/C Reg. No. N3554A

Time (Lc1) - 1000 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. EXHAUST SYSTEM, MUFFLER - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
 3. TERRAIN CONDITION - SOFT
 4. TERRAIN CONDITION - RISING
-

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) 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. - 134 2/03/87 BOYD, TX A/C Reg. No. N7670S Time (Lcl) - 1750 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
Accident Occurred During -LANDING	NONE	Pass	0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - BELLANCA SCOUT	Eng Make/Model - LYCOMING AE-10-360	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SPRING TOWN, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BOYD, TX	Runway Ident - UNK/NR
Wind Dir/Speed- 160/008 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 25000 FT SCATTERED	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 - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 495
SE LAND	Months Since - 7	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

A PRIVATE PILOT LANDED ON HIS PRIVATE STRIP MADE OF SOFT SANDY SOIL, THE AIRCRAFT GROUND LOOPED BREAKING THE LEFT MAIN GEAR "U" BOLT AND CENTER BOLT. THE AIRCRAFT'S LEFT WING CONTACTED THE GROUND CAUSING SUBSTANTIAL DAMAGE WHEN THE AIRCRAFT ROLLED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 134

2/03/87

BOYD, TX

A/C Reg. No. N7670S

Time (Lc1) - 1750 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 137 2/03/87 BONHAM, TX A/C Reg. No. N61BC Time (Lcl) - 1330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			None
Type of Operation -BUSINESS	Fire	0	Serious	Minor	1	
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0	1
Accident Occurred During -LANDING		0	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - YES/NO
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 AIRSTRIP
Method - N/A	DALLAS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BONHAM, TX	RED RIVER RANCH STRIP
Wind Dir/Speed- 008 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - GRASS/TURF
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 - 65	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 13383
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 50
		Instrument- 1038
		Last 30 Days- UNK/NR
		Last 90 Days- 54
		Multi-Eng - 4885

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, THE AIRCRAFT MADE A NORMAL LANDING, BUT WAS SUBSTANTIALLY DAMAGED WHEN THE AIRCRAFT CONTACTED A DITCH CUT ACROSS THE AIRSTRIP, CAUSING THE AIRCRAFT TO NOSE OVER INVERTED.

Brief of Accident (Continued)

File No. - 137

2/03/87

BONHAM, TX

A/C Reg. No. N61BC

Time (Lcl) - 1330 CST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. AIRPORT FACILITIES, OBSTRUCTION MARKING - INADEQUATE
 4. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 136 2/06/87 WAXAHACHIE, TX A/C Reg. No. N43542 Time (Lcl) - 1000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320 SERIES	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FT. WORTH, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HOUSTON, TX	SYCAMONE AIR STRIP
Wind Dir/Speed- 320/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 700 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 - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 93
SE LAND	Months Since - UNK/NR	Make/Model- 55
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE DURING AN EMERGENCY LANDING. ACCORDING TO THE PILOT, THE ENGINE FAILED BECAUSE OF CARBURETOR ICING. ATMOSPHERIC CONDITIONS AT THE TIME OF THE ACCIDENT WERE CONDUCIVE TO CARBURETOR ICING. NO MECHANICAL FAILURE OR MALFUNCTION OF THE ENGINE COULD BE FOUND

Brief of Accident (Continued)

File No. - 136

2/06/87

WAXAHACHIE, TX

A/C Reg. No. N43542

Time (Lc1) - 1000 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,CARBURETOR - ICE
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
 4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 5. CARBURETOR HEAT - 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)

6. TERRAIN CONDITION - OPEN FIELD
 7. TERRAIN CONDITION - ROUGH/UNEVEN
 8. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6,7,8

Brief of Accident

File No. - 133 2/07/87 BORGER, TX A/C Reg. No. N6969R Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL TS10-520	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 - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	COFFEYVILLE,KS	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BORGER, TX	BORGER MUN.
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3900/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
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 - UNK/NR	Total - 322
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 149
		Instrument- 43
		Last 30 Days- UNK/NR
		Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, DURING FLARE/TOUCHDOWN THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED WHEN THE RIGHT BRAKE JAMMED CAUSING THE AIRCRAFT TO VEER OFF THE RT SIDE OF THE RUNWAY AND INTO A GULLEY. HOWEVER WITNESSES STATED THAT THE AIRCRAFT CAME IN FAST AND LANDED HARD ON THE NOSE GEAR. AN A&P MECHANIC INSPECTED THE BRAKES AFTER THE ACCIDENT AND COULD NOT FIND ANY EVIDENCE OF A MALFUNCTION.

Brief of Accident (Continued)

File No. - 133

2/07/87

BORGER, TX

A/C Reg. No. N6969R

Time (Lc1) - 1500 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 2. PROPER DESCENT RATE - IMPROPER - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DOWNHILL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 61 2/07/87 HORSESHOE BAY, TX A/C Reg. No. N81SM Time (Lcl) - 0840 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew	1	0	0
Accident Occurred During -TAKEOFF		Pass	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-42	Eng Make/Model - P&W PT6A-41	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 11200	Engine Type - TURBOPROP	
No. of Seats - 9	Rated Power - 720 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HORSESHOE BAY, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	AUSTIN, TX	HORSESHOE BAY
Wind Dir/Speed- 310/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
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	Current - YES	Total - 3670
SE LAND, ME LAND	Months Since - 14	Make/Model- 12
	Aircraft Type - UNK/NR	Instrument- 345
		Multi-Eng - 2215
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 43

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT MADE A FAIRLY LONG TAXI FROM THE RAMP TO THE END OF THE RUNWAY AND THEN STARTED HIS TAKEOFF ROLL WITH THE PARKING BRAKE STILL PARTIALLY SET. THE BRAKES BECAME VERY HOT AND THE COMPONENT PARTS EXPANDED. AFTER ROLLING ALMOST 3,000 FEET THE BRAKES TIGHTENED UP TO THE EXTENT THAT BOTH MAIN GEAR TIRES STARTED LEAVING BLACK SKID MARKS WHICH CONTINUED UNTIL THE AIRCRAFT RAN OFF THE END OF THE RUNWAY WITHOUT OBTAINING FLYING SPEED, A DISTANCE OF 3,168 FEET. IT WAS NOTED, THROUGH A DESIGN FEATURE OF THE AIRCRAFT, THAT THE PARKING BRAKE HANDLE COULD BE PLACED IN THE RELEASED POSITION WITHOUT THE BRAKE BEING RELEASED. HOWEVER, THIS WOULD GIVE THE APPEARANCE THAT IT HAD BEEN RELEASED. THE MAIN GEAR TIRES WERE WORN ALMOST SLICK DURING THIS ATTEMPTED TAKEOFF. BOTH MAIN GEAR BRAKES HAD BEEN OVERHEATED DURING THIS TIME TO THE EXTENT THAT THEY WERE DESTROYED. THE ACFT WAS DESTROYED BY COLLISION WITH TREES, ROCKS AND A FIRE HYDRANT AT THE BOTTOM OF A HILL OFF THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 61

2/07/87

HORSESHOE BAY, TX

A/C Reg. No. N81SM

Time (Lc1) - 0840 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRSPEED(VLOF) - NOT OBTAINED - PILOT IN COMMAND
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 4. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 6. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

7. TERRAIN CONDITION - DOWNHILL
 8. OBJECT - TREE(S)
 9. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6

Factor(s) relating to this accident is/are finding(s) 3,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 178 2/08/87 BAY CITY, TX A/C Reg. No. N6129D Time (Lc1) - 1310 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320 SERIES	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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GALVESTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BAY CITY, TX	BAY CITY MUN.
Wind Dir/Speed- 280/012 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5120/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 102
SE LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 49
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, DURING FLARE/TOUCHDOWN THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED WHEN HE LOST CONTROL OF THE AIRCRAFT DUE TO A CROSS WIND.

Brief of Accident (Continued)

File No. - 178

2/08/87

BAY CITY, TX

A/C Reg. No. N6129D

Time (Lcl) - 1310 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
 4. WEATHER CONDITION - CROSSWIND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 138 2/19/87 PLANO, TX A/C Reg. No. N49054 Time (Lcl) - 0930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	0
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-UNK/NR
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	PLANO, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DALLAS NORTH
Wind Dir/Speed- 090/003 KTS		Runway Ident - 16
Visibility - 5.0 SM	ATC/Airspace	Runway Lth/Wid - 1675/ 70
Lowest Sky/Clouds - SCATTERED	Type of Flight Plan - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	TOUCH AND GO	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 38
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 38
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED WHEN HE LOST CONTROL OF THE AIRCRAFT ON TOUCH DOWN.

Brief of Accident (Continued)

File No. - 138

2/19/87

PLANO, TX

A/C Reg. No. N49054

Time (Lcl) - 0930 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. FLARE - IMPROPER - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - EXCESSIVE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 179 3/02/87 PORTER, TX A/C Reg. No. N714KG Time (Lc1) - 1400 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point PORTER, TX	OFF AIRPORT/STRIP
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		WILLIAMS
Basic Weather - VMC	ATC/Airspace	Runway Ident - N/A
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - NONE	Runway Status - N/A
Lowest Ceiling - NONE		
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)
PRIVATE	Current - UNK/NR	Total - 75
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-----

ACCORDING TO THE PILOT, HE WAS FLYING LOW OVER THE SAN JACINTO RIVER, APPROXIMATELY 50 FT AGL. DURING A DESCENDING RIGHT TURN THE AIRCRAFT CONTACTED A POWER LINE. THE AIRCRAFT CRASHED INTO THE RIVER CAUSING SUBSTANTIAL DAMAGE TO BOTH WING SPARS AND THE FUSELAGE.

Brief of Accident (Continued)

File No. - 179

3/02/87

PORTER, TX

A/C Reg. No. N714KG

Time (Lcl) - 1400 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. LOW PASS - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - WATER, GLASSY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 69 3/07/87 REFUGIO,TX A/C Reg. No. N4473M Time (Lcl) - 1620 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	0	0	1
Accident Occurred During -LANDING	NONE	Pass	0	0	0
					1

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - 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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	REFUGIO,TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 100/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	ICE COVERED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 460
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ENGINE FAILURE OCCURRED ON CLIMB. THE AIRCRAFT WAS DESTROYED DURING THE FORCED LANDING. TEARDOWN REVEALED THAT THE NO. 1 CYLINDER ROCKER ARM SHAFT RETAINER EAR HAD BROKEN. THE TWO LOCK BOLTS HAD BACKED OUT BECAUSE THEY HAD NOT BEEN SAFETY WIRED. THE NO. 2 CYLINDER HAD NOT FAILED BUT BOTH BOLTS HAD ALSO BACKED OUT. THE TWO CYLINDERS HAD BEEN REPLACED 155 HRS PRIOR.

Brief of Accident (Continued)

File No. - 69

3/07/87

REFUGIO, TX

A/C Reg. No. N4473M

Time (Lc1) - 1620 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
 2. MAINTENANCE, REPLACEMENT - IMPROPER - OTHER MAINTENANCE PSNL
 3. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 91 3/09/87 GEORGE WEST, TX A/C Reg. No. N178S Time (Lc1) - 0830 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING TIO-540-C1A	ELT Installed/Activated - 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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	
Wind Dir/Speed- 190/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

AIRCRAFT COLLIDED WITH POWER LINES DURING FORCED LANDING DUE TO FUEL EXHAUSTION. OWNER HAS NOT RESPONDED TO LETTERS. WARRANT WAS ISSUED FOR ARREST OF PERSON THOUGHT TO BE PILOT. AIRCRAFT HAD TRACES OF MARIJUANA ON BOARD.

Brief of Accident (Continued)

File No. - 91

3/09/87

GEORGE WEST, TX

A/C Reg. No. N178S

Time (Lcl) - 0830 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. FLT WITH INADQTN ENROUTE/DESTN FACILITIES - 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
6. OBJECT - WIRE, TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3,6,7

Brief of Accident (Continued)

File No. - 92

3/13/87

ROANOKE, TX

A/C Reg. No. N64943

Time (Lcl) - 1208 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. 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) 1,4

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. - 141 3/21/87 ODESSA, TX A/C Reg. No. N62462 Time (Lc1) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			None
Type of Operation -PUBLIC USE	Fire	Crew 0	Serious 0	Minor 0	2	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0	
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - BELL 47G-3B-1	Eng Make/Model - LYCOMING O-435-25A	ELT Installed/Activated - NO -N/A
Landing Gear - HIGH SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ODESSA, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ODESSA, TX	ODESSA/SCHLEMEYER
Wind Dir/Speed- 110/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 119
	Months Since - 7	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - 47G-3B1	Make/Model- 82
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 34
		Rotorcraft - 119

Instrument Rating(s) - NONE

-----Narrative-----

INVESTIGATION REVEALS THE HELICOPTER TOUCHED DOWN ON THE HEEL OF ITS SKIDS, LEFT SKID FIRST, AND AT A SLIGHTLY LOW ROTOR RPM. THE TAIL BOOM THEN MOVED UPWARD WHILE THE MAIN ROTOR BLADES FLEXED DOWNWARD. THE MAIN ROTOR BLADES CONTACTED AND SEVERED THE TAIL BOOM, ALLOWING THE TAIL ROTOR ASSEMBLY TO FALL TO THE GROUND. FRESH MARKS WERE NOTED ON THE MAIN ROTOR HUB ASSEMBLY WHERE IT HAD BANGED AGAINST THE MAIN ROTOR DROOP STOPS.

Brief of Accident (Continued)

File No. - 141

3/21/87

ODESSA, TX

A/C Reg. No. N62462

Time (Lcl) - 1600 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - PERFORMED - PILOT IN COMMAND
 2. AUTOROTATION - IMPROPER - PILOT IN COMMAND
 3. ROTOR RPM - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 PROPELLER/ROTOR CONTACT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 181 3/31/87 LEAKEY, TX A/C Reg. No. N4602R Time (Lcl) - 1200 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	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 -LANDING					

----Aircraft Information----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 140 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	SAME AS ACC/INC	REAL COUNTY
Wind Dir/Speed- 210/010 KTS		Runway Ident - N/A
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 1120
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 158
	Aircraft Type - UNK/NR	Instrument- 113
		Multi-Eng - 24
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

----Narrative----

FLIGHT INSTRUCTOR AND STUDENT PILOT FLYING PIPER PA-28-140 DEPARTED UNCONTROLLED AIRPORT AFTER SWITCHING FUEL TANKS ON RUNWAY. FUEL SELECTOR VALVE WAS INADVERTENTLY MOVED TO OFF POSITION BY STUDENT PILOT. AIRCRAFT ENGINE QUIT ON INITIAL CLIMB AT APPROXIMATELY 200 FT AGL. AIRCRAFT IMPACTED APPROXIMATELY .5 MILES FROM AIRPORT. FLIGHT INSTRUCTOR SERIOUSLY INJURED, STUDENT RECEIVED MINOR INJURIES. AIRCRAFT WAS SUBSTANTIALLY DAMAGED. PIPER SERVICE BULLETIN #840 NOT COMPLIED WITH. SB #840 PROVIDES FOR NEW FUEL SELECTOR VALVE COVER ASSEMBLY AND MATING HANDLE TO REDUCE POSSIBILITY OF FUEL MISMANAGEMENT THROUGH INADVERTENT SELECTION OF THE OFF POSITION.

Brief of Accident (Continued)

File No. - 181

3/31/87

LEAKEY, TX

A/C Reg. No. N4602R

Time (Lcl) - 1200 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - DUAL STUDENT
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - DUAL STUDENT
4. FLUID, FUEL - SWITCHED OFF
5. FUEL SUPPLY - IMPROPER - DUAL STUDENT
6. IMPROPER DECISION, IMPROPER TRAINING - FLIGHT INSTRUCTOR(ON GROUND)
7. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
8. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

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) 1,2,4,7,8

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. - 87 4/05/87 HORIZON CITY, TX A/C Reg. No. N85397 Time (Lcl) - 1600 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	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 - MANEUVERING					

-----Aircraft Information-----

Make/Model - AERONCA 7AC	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	OFF AIRPORT/STRIP
Method - N/A	HORIZON CITY, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HORIZON CITY, TX	Runway Ident - N/A
Wind Dir/Speed- 280/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 181
SE LAND	Months Since - 23	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 49
		Last 30 Days- UNK/NR
		Instrument- 6
		Last 90 Days- 2
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DELAYED IN INITIATING RECOVERY FROM A SIMULATED FORCED LANDING. THEN WHEN THE THROTTLE WAS ADVANCED FROM IDLE TO FULL OPEN THE ENGINE HESITATED BRIEFLY AND FULL POWER WAS RESTORED TOO LATE TO RECOVER. A HARD LEFT BANK WAS INITIATED TO ALIGN THE AIRCRAFT WITH A DIRT ROAD. THE ROAD WAS SLIGHTLY OVERSHOT AND THE WINGTIP IMPACTED A SAND DUNE WHICH WAS FOUR OR FIVE FEET HIGHER THAN THE SURFACE OF THE ROAD. THE AIRCRAFT CARTWHEELED AND CAME TO A STOP WITH THE WINGS AND MAIN LANDING GEAR PARTIALLY TORN OFF.

Brief of Accident (Continued)

File No. - 87

4/05/87

HORIZON CITY, TX

A/C Reg. No. N85397

Time (Lc1) - 1600 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 3. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 185 4/17/87 LAKEWAY, TX A/C Reg. No. N93884 Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			None
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 1	0	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0	
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - AIRCOUPE 415D	Eng Make/Model - CONTINENTAL C-90	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1260	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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAKEWAY
Wind Dir/Speed- 140/007 KTS		Runway Ident - 16
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - 3200/ 70
Lowest Sky/Clouds - 30000 FT THIN BKN	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 14318
SE LAND,ME LAND	Months Since - 13	Make/Model- 11
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 13562
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 6
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PILOT OF AN AIRCOUPE WITH ONE PASSENGER ON BOARD ATTEMPTED TO EXECUTE AN OVERHEAD 360 DEGREE TURN TO LAND ON RUNWAY 16 AT LAKEWAY AIRPORT NEAR AUSTIN, TX. THE PILOT DID NOT HAVE ADEQUATE ALTITUDE TO COMPLETE THE MANEUVER. THE AIRCRAFT IMPACTED THE GARAGE PORTION OF AN UNOCCUPIED HOUSE UNDER CONSTRUCTION. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. THE PILOT AND PASSENGER RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 185

4/17/87

LAKEWAY, TX

A/C Reg. No. N93884

Time (Lcl) - 1830 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
1. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. OBJECT - RESIDENCE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 142 4/18/87 WARING, TX A/C Reg. No. N2140D Time (Lc1) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During -LANDING		Pass 0	0	0	2

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-EACD36	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 WARNING, TX	ON AIRPORT
Method - N/A	Destination	Airport Data
Completeness - N/A	LOCAL	RUST
Basic Weather - VMC	ATC/Airspace	Runway Ident - 17
Wind Dir/Speed- 140/004 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 2282/ 32
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
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 - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 53
SE LAND	Months Since - 0	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 4
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 53

Instrument Rating(s) - NONE

-----Narrative-----

THE NEWLY CERTIFICATED PRIVATE PILOT LANDED ON RUNWAY 17 AT A SMALL PRIVATELY OWNED AIRPORT AT WARING, TX. THERE WAS A WIRE FENCE LOCATED 18 FEET FROM THE LEFT EDGE OF THE LANDING RUNWAY. THE PILOT ALLOWED THE AIRCRAFT TO DRIFT LEFT OFF THE RUNWAY AND COLLIDE WITH THE FENCE. THE WIND WAS FROM 160 DEGREES AT EIGHT KNOTS.

Brief of Accident (Continued)

File No. - 142

4/18/87

WARING, TX

A/C Reg. No. N2140D

Time (Lc1) - 1100 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - FENCE
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3

Brief of Accident (Continued)

File No. - 196

1/21/87

PUNGO,VA

A/C Reg. No. N7720D

Time (Lc1) - 1345 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRCRAFT HANDLING - ATTEMPTED - DUAL STUDENT
 2. TERRAIN CONDITION - WET
 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - DUAL STUDENT
 4. LANDING GEAR,NORMAL BRAKE SYSTEM - INOPERATIVE
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 6. GROUND LOOP/SWERVE - ATTEMPTED - PILOT IN COMMAND(CFI)
 7. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,7,8,9

Factor(s) relating to this accident is/are finding(s) 2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 84 1/28/87 WEST POINT, VA A/C Reg. No. N244MB Time (Lcl) - 2030 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	NEWPORT NEWS, VA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WEST POINT
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
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)
PRIVATE	Current - YES	Total - 1003
SE LAND, ME LAND	Months Since - 8	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE LEFT MAIN GEAR COLLIDED WITH A SNOWBANK WHEN THE ACFT TOUCHED DOWN ON THE RWY ABOUT 100 FT FROM THE APCH END AND 10 FT LEFT OF THE RWY CENTERLINE. AFTERWARDS THE LEFT MAIN GEAR FOLDED INTO THE WHEEL WELL.

Brief of Accident (Continued)

File No. - 84

1/28/87

WEST POINT,VA

A/C Reg. No. N244MB

Time (Lcl) - 2030 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
2. TERRAIN CONDITION - SNOWBANK
3. AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING

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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 200 2/02/87 WEST POINT,VA A/C Reg. No. N33399 Time (Lcl) - 1720 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	0	2
Accident Occurred During -LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200R	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	ON AIRPORT
Method - TELEPHONE	LANGLEY,VA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	WEST POINT MUNICIPAL
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3750/ 75
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1350
SE LAND,ME LAND	Months Since - 11	Make/Model- 47
	Aircraft Type - C-152	Instrument- 75
		Multi-Eng - 43
		Last 24 Hrs - 1
		Last 30 Days- 32
		Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER MAKING A LOW PASS OVER THE UNCONTROLLED AIRPORT THE CFI DECIDED TO LET THE STUDENT PILOT MAKE A TOUCH AND GO LANDING ON RUNWAY 27 AT WEST POINT MUNICIPAL AIRPORT. WEST POINT, VIRGINIA. THE MANEUVER WAS SUCCESSFULLY COMPLETED AND THE AIRCRAFT CAME AROUND IN THE PATTERN FOR ANOTHER LANDING. DURING THE SECOND LANDING THE LEFT MAIN GEAR CONTACTED A SNOW BANK THAT WAS ON THE APPROACH END OF THE RUNWAY AND SWERVED OFF THE LEFT SIDE OF IT. AS THE AIRCRAFT SKIDDED THE RIGHT GEAR COLLAPSED AND THE RIGHT WING CONTACTED THE RUNWAY.

Brief of Accident (Continued)

File No. - 200

2/02/87

WEST POINT,VA

A/C Reg. No. N33399

Time (Lc1) - 1720 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
2. AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL
3. CLEARANCE - NOT MAINTAINED - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR - OVERLOAD
7. LANDING GEAR - FAILURE, TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 197 4/08/87 MIDLAND,VA A/C Reg. No. N8381Z Time (Lcl) - 2040 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	1	0
Accident Occurred During -LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 205	Eng Make/Model - CONTINENTAL IO-470S	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	LEBANON,MO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MIDLAND,VA	WARRENTON-FAUQUICK
Wind Dir/Speed- 320/004 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4106/ 60
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 - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 10000
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THIS WAS THE FIRST TIME HE HAD EVER LANDED ON RWY 32. DURING THE LNDG APCH, ABOUT 15 SECS BEFORE TOUCHDOWN, HIS EYEGLASSES BROKE AND FELL OFF HIS FACE. HE REACHED FOR HIS SPARE EYEGLASSES THAT WERE ON TOP OF THE INSTRUMENT PANEL; HOWEVER, DURING THIS EFFORT THE SPARE EYEGLASSES FELL ON THE FLOOR NEXT TO THE RIGHT-SEAT-RUDDER PEDALS. HE BECAME PREOCCUPIED WITH RETRIEVING THE EYEGLASSES AND AS A RESULT THE ACFT TOUCHED DOWN TO THE LEFT OF THE RWY CENTERLINE AT AN EXCESSIVE SPEED. AFTERWARDS THE ACFT FLOATED IN THE AIR AND DRIFTED LEFT. THE L WING HIT SMALL TREES THAT WERE 10 TO 15 FT LEFT OF THE RWY. THE PLT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL AND AS A RESULT THE ACFT WENT OFF THE LEFT SIDE OF THE RWY. EXAMINATION OF THE ACCIDENT SITE REVEALED THE LANDING GEAR WAS ON THE RWY WHEN THE WING HIT THE TREES.

Brief of Accident (Continued)

File No. - 197

4/08/87

MIDLAND,VA

A/C Reg. No. N8381Z

Time (Lc1) - 2040 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)
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) 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. - 199 4/26/87 MANASSAS,VA A/C Reg. No. N2486N Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - ROBINSON R-22B	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MANASSAS
Wind Dir/Speed- 030/015 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL,CFI	Current - YES	Total - 453
SE LAND	Months Since - 4	Make/Model- 233
HELICOPTER	Aircraft Type - R-22	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 422

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT, UNDER THE SUPERVISION OF THE INSTRUCTOR, WAS PRACTICING HOVERING; ABOUT 5 FT AGL. THE STU HAD BEEN OVERCONTROLLING THE ACFT AND EACH TIME THE INSTR WOULD TAKE CORRECTIVE ACTION TO STABILIZE THE ACFT. THE ACCIDENT OCCURRED WHEN THE STU OVERCONTROLLED THE ACFT AND THE LEFT SKID HIT THE GROUND. THE ACFT ROLLED OVER AFTERWARDS.

Brief of Accident (Continued)

File No. - 199

4/26/87

MANASSAS,VA

A/C Reg. No. N2486N

Time (Lc1) - 1130 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. AIRCRAFT HANDLING - INADEQUATE - DUAL STUDENT
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation HOVER

Finding(s)

4. CLEARANCE - NOT MAINTAINED - DUAL STUDENT
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 78 1/08/87 ELLENSBURG,WA A/C Reg. No. N704HM Time (Lcl) - 1136 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Type of Operation -PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	Fire	Crew	2	0	0
Accident Occurred During -MANEUVERING	NONE	Pass	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A(48)	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ELLENSBURG,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2206
SE LAND,ME LAND,SE SEA	Months Since - 7	Make/Model- UNK/NR
	Aircraft Type - CE-550	Instrument- UNK/NR
		Multi-Eng - 416
		Last 24 Hrs - 1
		Last 30 Days- 7
		Last 90 Days- 105
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TWO COMMERCIALLY CERTIFICATED INSTRUMENT RATED FLIGHT INSTRUCTORS DEPARTED ELLENSBURG AT APPROXIMATELY 1120 PST ON A LOCAL FLIGHT. BOTH PILOTS HAD APPOINTMENTS AT 1300 HOURS PST. VFR CONDITIONS PREVAILED IN LOWER TERRAIN NEAR ELLENSBURG, HOWEVER, A SCATTERED TO OVERCAST CLOUD LAYER EXISTED AT APPROXIMATELY 5000 FEET MSL THROUGHOUT THE AREA. ADDITIONALLY, WITNESSES REPORTED FOG & OBSCURATION IN HIGHER TERRAIN THROUGHOUT THE AREA NEAR THE SITE WITHIN A FEW HOURS SUBSEQUENT TO THE ACCIDENT. EVIDENCE INDICATED THAT A COURSE REVERSAL WAS BEING EXECUTED CONCURRENT WITH TREE IMPACTS AT APPROXIMATELY 4425 FEET MSL WHILE OVERFLYING RISING/MOUNTAINOUS TERRAIN. THERE WAS NO RECORD THAT EITHER PILOT HAD RECEIVED ANY FORMAL MOUNTAIN FLYING TRAINING.

Brief of Accident (Continued)

File No. - 78

1/08/87

ELLENSBURG,WA

A/C Reg. No. N704HM

Time (Lc1) - 1136 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation UNKNOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. VFR FLIGHT INTO IMC - PERFORMED -
3. WEATHER CONDITION - LOW CEILING
4. TERRAIN CONDITION - RISING
5. WEATHER CONDITION - OBSCURATION

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

6. OBJECT - TREE(S)
7. CLEARANCE - NOT MAINTAINED -
8. IMPROPER DECISION,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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) 1,2,7

Factor(s) relating to this accident is/are finding(s) 3,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 39 1/28/87 ALDERWOOD MANOR, WA A/C Reg. No. N6076N Time (Lcl) - 1715 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	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 -LANDING		0	0	0	0

----Aircraft Information----

Make/Model - BEECH B23	Eng Make/Model - LYCOMING O-360	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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ARLINGTON, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	ALDERWOOD MANOR, WA	Runway Ident - N/A
Wind Dir/Speed- 130/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

----Personnel Information----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 188
SE LAND	Months Since - 18	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model - 2
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 26

Instrument Rating(s) - NONE

----Narrative----

THE PILOT, AFTER EXHAUSTING ALL FUEL IN ONE TANK, FAILED TO SELECT THE REMAINING FUEL TANK DURING HIS APPROACH. HIS UNFAMILIARITY WITH THE MAKE/MODEL OF THE ACCIDENT AIRCRAFT IS CONSIDERED A FACTOR IN HIS FAILING TO LOCATE THE FUEL SELECTOR AND SWITCHING TO THE APPROPRIATE FUEL TANK. OBSTRUCTIONS IN THE FORM OF TREES AND A FENCE AS WELL AS DUSK LIGHTING CONDITIONS ALL SERVED TO COMPROMISE THE FORCED LANDING.

Brief of Accident (Continued)

File No. - 39

1/28/87

ALDERWOOD MANOR, WA

A/C Reg. No. N6076N

Time (Lc1) - 1715 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL SUPPLY - NOT SELECTED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - FENCE
 5. OBJECT - TREE(S)
 6. LIGHT CONDITION - DUSK
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 100 1/29/87 VANCOUVER,WA A/C Reg. No. N50922 Time (Lcl) - 1540 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew	2	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 150J	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VANCOUVER,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 100/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	Runway Status - N/A
Lowest Ceiling - 12000 FT OVERCAST	Type Apch/Lndg - NONE	
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,CFI	Current - YES	Total - 2196
SE LAND,ME LAND	Months Since - 4	Make/Model- 373
	Aircraft Type - 150J	Instrument- 84
		Multi-Eng - 13
		Last 24 Hrs - 3
		Last 30 Days- 24
		Last 90 Days- 58

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT WAS RETURNING FROM STAGE 3 INSTRUCTIONAL FLIGHT DURING WHICH INSTRUCTOR NORMALLY ALLOWED STUDENT TO FLY. EVIDENCE INDICATES AIRCRAFT PASSED IN VICINITY OF HEAVY BIRD ACTIVITY AND STUDENT EXECUTED NOSE DOWN BIRD AVOIDANCE MANEUVER. INSTRUCTOR, FOR UNKNOWN REASONS POSSIBLY RELATED TO PREVIOUS BIRD STRIKE OCCURRENCE, EXECUTED A COUNTER MANEUVER (ROLLING PULLUP) WHICH RESULTED IN DESIGN LIMITATIONS OF RIGHT WING BEING EXCEEDED. NO EVIDENCE OF ANY PILOT IMPAIRMENT NOR AIRCRAFT MECHANICAL MALFUNCTIONS WERE FOUND.

Brief of Accident (Continued)

File No. - 100

1/29/87

VANCOUVER, WA

A/C Reg. No. N50922

Time (Lcl) - 1540 PST

Occurrence #2 ABRUPT MANEUVER
Phase of Operation CRUISE

Finding(s)

1. OBJECT - BIRD(S)
 2. MANEUVER - INTENTIONAL - DUAL STUDENT
 3. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - DUAL STUDENT
 4. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND(CFI)
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, EXPECTANCY - PILOT IN COMMAND(CFI)
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND(CFI)
 7. WING, SPAR - FAILURE, TOTAL
 8. DESIGN STRESS LIMITS OF AIRCRAFT - 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) 1,4,7,8

Factor(s) relating to this accident is/are finding(s) 2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 17 2/08/87 BRINNON, WA A/C Reg. No. N9076Y Time (Lcl) - 1430 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					1

-----Aircraft Information-----

Make/Model - 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	OFF AIRPORT/STRIP
Method - N/A	SEATTLE, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 160/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		ROUGH
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)
PRIVATE	Current - NO	Total - 128
	Months Since - 0	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 128
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 99
		Multi-Eng - UNK/NR
		Rotorcraft - 128

Instrument Rating(s) - NONE

-----Narrative-----

WHEN PSGR BECAME NAUSEOUS IN FLT, PLT ATTEMPTED DOWNWIND LNDG ONTO PINNACLE IN ROUGH TERRAIN. ACFT CONTACTED SLOPE SHORT OF INTENDED POINT OF LNDG, MAIN ROTOR FLEXED DOWNWARD, SEVERING TAIL BOOM.

Brief of Accident (Continued)

File No. - 17

2/08/87

BRINNON,WA

A/C Reg. No. N9076Y

Time (Lcl) - 1430 PST

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,TOTAL - PILOT IN COMMAND
 3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. WEATHER CONDITION - TAILWIND
 5. IMPROPER USE OF PROCEDURE,PRESSURE INDUCED BY OTHERS - OTHER PERSONNEL
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - UPHILL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

Brief of Accident (Continued)

File No. - 77

2/20/87

DAYTON,WA

A/C Reg. No. N90327

Time (Lcl) - 1000 PST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation HOVER

Finding(s)

1. ADEQUATE ROTOR RPM - MISJUDGED - PILOT IN COMMAND
 2. CLEARANCE - INADEQUATE - PILOT IN COMMAND
 3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
 4. 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) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 169 2/11/87 OSHKOSH,WI A/C Reg. No. N9451W Time (Lc1) - 2115 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540-B4B5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WESTOSHA,WI	WITTMAN FIELD
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 15000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - UNK/NR
Obstructions to Vision- HAZE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----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 - 593
SE LAND	Months Since - 3	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- 65
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, AT APRX 1800 FEET "THE ENGINE ABRUPTLY QUIT WITH NO RUNON OR SPUTTER" FOLLOWING TAKEOFF FROM RWY 18 AT OSHKOSH, WI. THE PLT STATED THAT HE BANKED THE ACFT BACK TO THE AIRPORT, BUT THE AILERON CONTROLS BECAME JAMMED OR "FROZEN". ACCORDING TO THE PLT, HE FLARED THE ACFT IN A LANDING CONFIGURATION AND THE ACFT STRUCK A FENCE AND POSTS, AT WHICH TIME THE AILERON CONTROLS "BROKE FREE." THE ACFT CAME TO REST APRX 50 YARDS EAST OF THE TAXIWAY FOR RWY 18. AN ENGINE RUN-UP WAS PERFORMED AND NO DEFECTS WERE NOTED. NO RESTRICTIONS IN THE FLIGHT CONTROL CABLES WERE DETECTED AND THE AUTOPILOT ROLL SERVO BENCH TESTED SATISFACTORILY.

Brief of Accident (Continued)

File No. - 169

2/11/87

OSHKOSH,WI

A/C Reg. No. N9451W

Time (Lcl) - 2115 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation CLIMB - TO CRUISE

Finding(s)
2. FLT CONTROL SYST,AILERON CONTROL - JAMMED

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

EMBRY RIDDLE AERO U. DAYTONA BEACH



3 1745 00066 9161

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