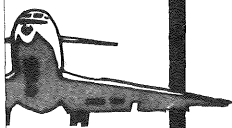


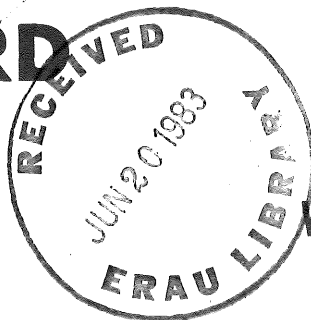
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PB83-916902



NATIONAL TRANSPORTATION SAFETY BOARD

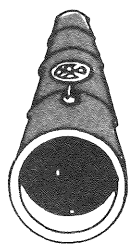
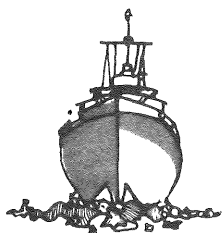
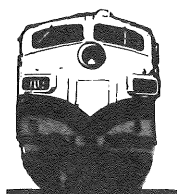


WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 1 OF 1982 ACCIDENTS

NTSB / AAB-83 / 02



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83
02
Issue 1



UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-83/02		2. Government Accession No. PB83-916902		3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation Issue Number 1 - 1982 Accidents		5. Report Date April 11, 1983		6. Performing Organization Code	
		8. Performing Organization Report No.		10. Work Unit No.	
7. Author(s)		11. Contract or Grant No.		13. Type of Report and Period Covered 200 U.S. General Aviation and Air Carrier Accidents Occurring in 1982 in Brief Format	
9. Performing Organization Name and Address Bureau of Accident Investigation National Transportation Safety Board Washington, D. C. 20594		14. Sponsoring Agency Code		15. Supplementary Notes	
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594		16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during calendar year 1982. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft. File Numbers: 0001 thru 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 418	22. Price		

FOREWARD

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

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

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

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

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

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

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be reproduced 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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TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Pleasure

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

DEFINITIONS

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

Aircraft Accident

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

Airframe/Component/System Failure/Falfunction

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.

COLLISION BETWEEN AIRCRAFT

Collisions between aircraft are so classified only when both aircraft are occupied. This includes collisions wherein both aircraft are airborne (mid-air); one is airborne, the other on the ground; and both are on the ground. A collision with a parked, unoccupied aircraft is classified under the broad category of on ground collision with object (aircraft moving on ground or aircraft parked).

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.

National Transportation Safety Board
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 0001 Through 0200
Issue Number 1

TYPE OF OPERATION SUMMARY

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
General Aviation	193	6	9
Part 135 (Air Taxi)	7	0	0
Part 135 (Commuter)	0	0	0
Part 121 (Air Carrier)	0	0	0
	—	—	—
Totals	200	6	9

National Transportation Safety Board
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

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Issue Number 1

TYPE OF AIRCRAFT SUMMARY

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
Fixed-Wing (Single-Engine)	165	6	9
Fixed-Wing (Multi-Engine)	22	0	0
Rotorcraft	12	0	0
Glider	1	0	0
Balloon	0	0	0
Blimp/Dirigible	0	0	0
	<hr/>	<hr/>	<hr/>
Totals	200	6	9

File Order Listing - Issue No. 1, 1982

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1	N4246T	011982	TUNTUTULIAK, AK	PIPER	PA-32	NONE	4
2	N9464C	031082	MCGRATH, AK	CESSNA	180	NONE	10
3	N1069S	031682	DELTA JUNCTION, AK	BELL	206 L-1	MINOR	12
4	N756YN	011082	QUINHAGAK, AK	CESSNA	U206	MINOR	2
5	N2845D	022082	N CAPE YAKATAGA, AK	GRUMMAN	G-21A	NONE	6
6	N25759	030582	ANCHORAGE, AK	PIPER	PA-38-112	NONE	8
7	N123WL	020582	LUVERNE, AL	CESSNA	T210L	SERIOUS	18
8	N2150Q	030782	KINGSTON, TN	CESSNA	177RG	SERIOUS	334
9	N2965J	031482	MAHEW, MS	CESSNA	T188C	FATAL	250
10	N44ER	031382	CHAMBLEE, GA	CESSNA	172N	NONE	102
11	N4029R	031782	LYDIA, SC	HILLER	UH12E	NONE	330
12	N5745Y	010282	CHAMBLEE, GA	BELL	206L-1	NONE	92
13	N37WS	030282	BROWNSBORO, AL	SMITH MINI		MINOR	20
14	N25225	010882	GRANTITEVILLE, SC	CESSNA	152	NONE	326
15	N53899	021582	STEVENSVILLE, MD	BELLANCA	8GCBC	MINOR	188
16	N117P	010782	WESTMINISTER, MD	BEECH	V35	NONE	186
17	N2139T	010582	GASTONIA, NC	PIPER	PA-28R-200	NONE	256
18	N734YY	013082	CUMBERLAND ISLAND, GA	CESSNA	172N	NONE	96
19	N75029	030882	MURFREESBORO, TN	PIPER	PA-28-181	NONE	336
20	N60427	020882	NASHVILLE, TN	BEECH	C-23	NONE	332
21	N89047	020882	STATESBORO, GA	CESSNA	140	NONE	100
22	N13165	020882	BROWNSVILLE, KY	CESSNA	C-172	MINOR	166
23	N34975	012482	ATHENS, GA	CESSNA	177	NONE	94
24	N203AL	011782	CENTERVILLE, AL	BELL	206B	NONE	14
25	N42042	013082	CONYERS, GA	CESSNA	182L	NONE	98

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
26	N2552U	021482	RIDGELAND, SC	PIPER	PA-28-161	NONE	328
27	N2466B	012782	CHARLOTTESVILLE, VA	PIPER	PA-38-112	NONE	372
28	N31937	012182	MUSCLE SHOALS, AL	PIPER	PA-32	SERIOUS	16
29	N3654W	012882	LOUISVILLE, KY	PIPER	PA-32-260	NONE	164
30	N1522W	022782	CINCINNATI, OH	BARNES	FIREFLY-7	SERIOUS	302
31	N68298	022382	OXFORD, OH	CESSNA	152II	NONE	300
32	N6112Q	022182	PLAINFIELD, IL	CESSNA	152	NONE	138
33	N2396Z	022582	AITKIN, MN	BEECH	23	NONE	214
34	N2203B	020882	VALPARAISO, IN	PIPER	PA-28-161	MINOR	146
35	N9101U	022682	MANCHESTER, MI	CESSNA	150	NONE	200
36	N1847X	021982	ST. CHARLES, IL	BEECH	58	NONE	136
37	N3859B	021582	OTTAWA, OH	BEECH	35	NONE	292
38	N707MA	031382	BRYAN, OH	BEECH	200	NONE	304
39	N3174C	012782	HOFFMAN, MN	AERONCA	7BCM	NONE	206
40	N25743	022282	ELYRIA, OH	PIPER	PA-38-112	NONE	296
41	N6625Y	030882	GRAND MARAIS, MN	PIPER	PA-23 250	NONE	216
42	N3DS	021682	COLUMBUS, OH	BEECH	90	NONE	294
43	N8252V	021482	DWIGHT, IL	PIPER	PA-28-161	NONE	128
44	N8035J	022282	CLEVELAND, OH	PIPER	PA-60	NONE	298
45	N47559	022782	WILLIAMSBURG, MI	CESSNA	152	NONE	202
46	N7402F	012082	BONDURANT, WY	HUGHES	269C	NONE	396
47	N733DU	031282	BROOMFIELD, CO	CESSNA	172	NONE	42
48	N2600Y	011782	CEDAR CITY, UT	CESSNA	180E	NONE	366
49	N33NF	021782	7 MILES N. OF SNYDER, CO	CESSNA	177RG	NONE	40
50	N8178F	020182	ROCK SPRINGS, WY	PIPER	PA-32	SERIOUS	400

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
51	N758RD	012982	NEAR GILLETE, WY	CESSNA	172	NONE	398
52	N4140G	011982	NEAR LANSING, MI	CESSNA	340A	NONE	194
53	N757FX	021582	FORT WAYNE, IN	CESSNA	152(II)	NONE	150
54	N24007	021482	LEBANON, IN	PIPER	PA-38-112	NONE	148
55	N7511L	021582	EAST SAINT LOUIS, IL	PIPER	PA-31-310	NONE	132
56	N1218E	022182	FRANKLIN, WI	BELLANCA	8KCAB	SERIOUS	392
57	N56979	021582	MONEE, IL	PIPER	PA-28-151	NONE	130
58	N291T	022082	HUNTINGTON, IN	BEECH	56TC	NONE	152
59	N2777B	020382	INDIANAPOLIS, IN	BELL	206L-1	NONE	142
60	N7804U	020782	GREENCASTLE, IN	CESSNA	172	NONE	144
61	N8510S	020682	PEORIA, IL	CESSNA	182H	NONE	122
62	N5400G	020182	ANDERSON, IN	GRUMMAN	1159	NONE	140
63	N6029Q	012182	SHELL LAKE, WI	MOONEY	M-20	NONE	388
64	N26093	011982	GRAND RAPIDS, MI	PIPER	PA-38-112	NONE	192
65	N9893J	020782	BENTON HARBOR, MI	CESSNA	172	NONE	196
66	N5543J	021482	LAMBERTVILLE, MI	CESSNA	172N	NONE	198
67	N12562	020982	ANOKA, MN	CESSNA	172	NONE	210
68	N300JR	011582	ANOKA, MN	BEECH	C-45H	NONE	204
69	N2256G	021082	URBANA, IL	SIKORSKY	UH-19B	NONE	126
70	N1549Q	010282	CHARLOTTE, MI	CESSNA	150L	NONE	190
71	N10794	020682	BUFFALO, MN	CESSNA	150	MINOR	208
72	N4900L	010682	PAXTON, IL	CESSNA	152	NONE	118
73	N737LH	010882	SANDUSKY, OH	CESSNA	172N	NONE	290
74	N210GL	021982	ROSELLE, IL	CESSNA	172A	NONE	134
75	N63213	022082	FRANKLIN, WI	CESSNA	150	NONE	390

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76	N3328D	021982	NEW RICHLAND, MN	CESSNA	180	NONE	212
77	N757XU	031382	LAKE VILLAGE, IN	CESSNA	182	NONE	154
78	N9697J	031382	CAMBRIDGE, MN	PIPER	PA-28	SERIOUS	218
79	N3921P	013182	TRINIDAD, CO	PIPER	PA-22	NONE	38
80	N5754T	012782	BROOMFIELD, CO	CESSNA	172N	NONE	36
81	N5439J	021082	SPANISH FORK, UT	CESSNA	421B	NONE	370
82	N8070Q	010682	JACKSON, WY	BEECH	35	NONE	394
83	N5447E	013082	BRYCE CANYON, UT	CESSNA	172	NONE	368
84	N88202	012682	HAVRE, MT	BELLANCA	7GCBC	NONE	254
85	N6822T	021582	FARMERVILLE, LA	CESSNA	310D	NONE	174
86	N4987X	030982	HUGHES, AR	ROCKWELL	S-2R	NONE	30
87	N61766	022282	NEAR PATTERSON, LA	CESSNA	A185F	NONE	176
88	N89963	013182	ALBUQUERQUE, NM	CESSNA	152	NONE	280
89	N86440	031882	TERRY, MS	CESSNA	A188B	NONE	252
90	N8803H	022482	CLARKSDALE, MS	EAGLE	DW-1	NONE	248
91	N6318Q	030282	BELTON, KY	MOONEY	M20F	NONE	168
92	N30BW	031482	PELL CITY, AL	BEECH	B24R	MINOR	22
93	N6449A	031782	MIDLAND, NC	CESSNA	182	NONE	258
94	N9958U	022182	MONONA, IA	GRUMMAN	AA-5A	NONE	110
95	N21932	032582	OMAHA, NE	CESSNA	150L	NONE	260
96	N2872D	012382	TOPEKA, KS	PIPER	PA-32-300	NONE	158
97	N8282Z	020882	MATTOON, IL	PIPER	PA-28R-201	NONE	124
98	N37978	030882	HEMPSTEAD, TX	SCHREDER	RS-15	NONE	364
99	N8466V	031082	OBERLIN, LA	ROCKWELL	S-2R	NONE	178
100	N1773	022882	DALLAS, TX	BELL	47G	NONE	362

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
101	N8656V	092482	MAKAWAO, HI	BELLANCA	7KCAB	FATAL	104
102	N3643C	022282	ABILENE, TX	CESSNA	180	NONE	358
103	N7355A	010982	FRUIT VALE, TX	CESSNA	172	NONE	342
104	N18320	030582	HOT SPRINGS, AR	BEECH	B58	NONE	28
105	N71054	010382	FORT WORTH, TX	CESSNA	182	MINOR	338
106	N52757	011982	TOPEKA, KS	CESSNA	182P	MINOR	156
107	N45078	031082	LEE'S SUMMIT, MO	CESSNA	150M	NONE	244
108	N6409M	013182	MCKINNEY, TX	CESSNA	152	NONE	350
109	N44832	010182	HOBBS, NM	PIPER	PA-28-161	NONE	274
110	N55489	010982	TOMBALL, TX	PIPER	PA-34	NONE	340
111	N2396W	011382	HOBBS, NM	BEECH	A23-24	NONE	278
112	N32335	010482	ESTANCIA, NM	PIPER	PA-28R-200	MINOR	276
113	N2705K	011882	S.E. OF HOUMA, LA	CESSNA	180K	NONE	170
114	N5304P	010582	LONOKE, AR	PIPER	PA-24-250	SERIOUS	26
115	N5350M	012082	MIDLAND, TX	CESSNA	152	NONE	346
116	N9779L	010282	LITTLE ROCK, AR	BEECH	19	FATAL	24
117	N4876K	010282	CHICKASHA, OK	NAVION	A	FATAL	306
118	N8678M	011282	ADDISON, TX	BEECH	P35	SERIOUS	344
119	N3942	022482	FORT WORTH, TX	CESSNA	150	NONE	360
120	N6265E	012882	S. OF MORGAN CITY, LA	CESSNA	A185F	NONE	172
121	N6618N	020282	DRYDEN, TX	CESSNA	T210N	NONE	352
122	N2536K	012382	HOUSTON, TX	PIPER	PA-38-112	MINOR	348
123	N2605L	021982	MESQUITE, TX	CESSNA	172H	NONE	354
124	N9320U	022082	LUBBOCK, TX	CESSNA	150M	NONE	356
125	N8862	021382	NAVAJO DAM, NM	CESSNA	172	NONE	282

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126	N7178A	022382	KINGFISHER, OK	CESSNA	172	NONE	308
127	N529CA	022082	GRAND CANYON, AZ	CESSNA	172N	NONE	32
128	N876OU	040582	MENDOTA, CA	CESSNA	150	NONE	34
129	N3318S	012082	ORLANDO, FL	CESSNA	210	NONE	58
130	N761NJ	031682	MIAMI, FL	CESSNA	T210M	NONE	86
131	N8330B	031882	LAKE WALES, FL	PIPER	PA-28-161	MINOR	88
132	N2463F	032382	NEAR OPALOCKA, FL	PIPER	PA-38-112	NONE	90
133	N1100W	022782	FT. MYERS, FL	HUGHES	269C	NONE	78
134	N8554S	031382	NEW PORT RICHEY, FL	CESSNA	182H	NONE	84
135	N3906K	010182	JACKSONVILLE, FL	NORTH AMERIC	NAVION L-1	MINOR	46
136	N757TY	021782	OPA LOCKA, FL	CESSNA	152	NONE	70
137	N21732	021582	SAN JUAN, PR	CESSNA	172	NONE	324
138	N3667L	021882	PEMBROKE PINES, FL	GREAT LAKES	2T1A-2	NONE	72
139	N21481	013182	DELAND, FL	PIPER	PA-28-161	NONE	60
140	N4721F	021982	PEMBROKE PINES, FL	CESSNA	P206B	NONE	74
141	N94252	010382	COCOA, FL	CESSNA	210L	MINOR	50
142	N7335E	022282	FLORIDA CITY, FL	CESSNA	210A	NONE	76
143	N1306H	020582	120 NM SSE OF MIAMI, FL	PIPER	PA-28	FATAL	64
144	N5406M	013182	NEW PORT RICHEY, FL	CESSNA	152	MINOR	62
145	N1515V	021282	FT. LAUDERDALE, FL	HOWARD	500	NONE	66
146	N82004	021382	PENSACOLA, FL	AERONCA	7AC	MINOR	68
147	N28607	011382	MONTICELLO, FL	GRUMMAN	AA5B	NONE	54
148	N24542	022782	MIAMI BEACH, FL	CESSNA	152	NONE	80
149	N71MH	031182	TALLAHASSEE, FL	BEECH	95-B55	NONE	82
150	N5559T	011582	MALONE, FL	CESSNA	172	NONE	56

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151	N5151U	010482	SAINT CROIX, VI	CESSNA	206	FATAL	374
152	N567V	011082	OKEECHOBEE, FL	PIPER	PA-23-250	SERIOUS	52
153	N23BS	010282	MIAMI, FL	SMITH	WCS-222 (B	NONE	48
154	N6265P	010882	PEORIA, IL	CESSNA	152	NONE	120
155	N89772	012682	ESSEX, MO	CESSNA	152	NONE	224
156	N7041C	020682	SPRINGFIELD, MO	PIPER	PA-28-140	NONE	230
157	N44710	021582	DES MOINES, IA	PIPER	PA-28-151	NONE	108
158	N2672A	010682	ROLLA, MO	CESSNA	340	NONE	220
159	N7618P	010882	LIBERTY, MO	PIPER	PA-24-250	NONE	222
160	N5333T	012882	WENTZVILLE, MO	CESSNA	172H	NONE	226
161	N757YE	021182	CHESTERFIELD, MO	CESSNA	152	NONE	234
162	N4822B	021382	MOBERLY, MO	CESSNA	152	NONE	236
163	N73828	031782	JHAYER, MO	CESSNA	172N	NONE	246
164	N18102	021482	CHESTERFIELD, MO	CESSNA	150	NONE	238
165	N2240K	022082	PERRYVILLE, MO	PIPER	PA-28-161	NONE	242
166	N363VA	022382	CARROLL, IA	PIPER	PA-60/601P	NONE	114
167	N101AE	032082	PARSONS, KS	ENSTROM	F-28A	NONE	162
168	N24311	021582	CHESTERFIELD, MO	CESSNA	152	NONE	240
169	N5272B	020782	CAPE GIRARDEAU, MO	CESSNA	152	NONE	232
170	N64998	022182	TIPTON, IA	CESSNA	152	NONE	112
171	N757PF	022682	MCPHERSON, KS	CESSNA	152	NONE	160
172	N5005M	013182	MALDEN, MO	BEECH	36	SERIOUS	228
173	N2501N	020782	WASHINGTON, IA	PIPER	PA-38	NONE	106
174	N68292	011982	ENFIELD, NH	CESSNA	152	NONE	262
175	N7125D	010382	WHITE PLAINS, NY	MAULE	M-5-235C	NONE	284

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176	N9344T	022782	EASTON, PA	PIPER	PA-38-112	NONE	320
177	N5989W	012682	SUSSEX, NJ	PIPER	PA-28-140	NONE	266
178	N25084	010282	GALETON, PA	CESSNA	172	NONE	312
179	N17065	013182	CALDWELL, NJ	CESSNA	150L	NONE	268
180	N4875B	011582	BUTLER, PA	CESSNA	310	NONE	314
181	N2402C	031282	ALLENTOWN, PA	PIPER	PA-38-112	NONE	322
182	N8787F	031082	PITTSTOWN, NJ	PIPER	PA-28-151	NONE	272
183	N9678B	030382	PALMER, MA	CESSNA	172RG	NONE	182
184	N2281G	031382	PEPPERELL, MA	CESSNA	182B	NONE	184
185	N738QM	020782	WRIGHTSTOWN, NJ	CESSNA	172N	NONE	270
186	N41694	020782	MARTHAS VINEYARD, MA	BELLANCA	7KCAB	NONE	180
187	N8226A	021982	MOUNT POCONO, PA	PIPER	PA-44-180T	NONE	318
188	N201UM	021582	SCHROON LAKE, NY	MOONEY	M20J	NONE	286
189	N9256C	030982	JAFFREY, NH	PIPER	PA-28-181	NONE	264
190	N14908	021482	FACTORYVILLE, PA	BELLANCA	17-30A	NONE	316
191	N510PE	021882	SCOTIA, NY	CESSNA	T210N	NONE	288
192	N4918H	012782	ANSONIA, CT	CESSNA	152	NONE	44
193	N4604N	012882	SUNRIVER, OR	CESSNA	340A	NONE	310
194	N8280W	020782	PROSSER, WA	PIPER	PA-28-180	NONE	384
195	N72901	011582	SPOKANE, WA	CESSNA	140	NONE	380
196	N3561G	022582	JEROME, ID	PIPER	PA-28-181	NONE	116
197	N4787E	022882	REDMOND, WA	CESSNA	172N	NONE	386
198	N5527G	020382	NR. COLBERT, WA	CESSNA	150J	NONE	382
199	N2482N	010182	PULLMAN, WA	CESSNA	140	NONE	376
200	N6106U	010882	PULLMAN, WA	CESSNA	TU206G	NONE	378

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 1 OF 1982 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 4 1/10/82 QUINHAGAK,AK A/C Reg. No. N756YN Time (Lcl) - 1755 AST

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

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

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

Make/Model - CESSNA U206	Eng Make/Model - CONTINENTAL IO-520-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
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 - UNK/NR	BETHEL,AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	QUINHAGAK,AK	Runway Ident - N/A
Wind Dir/Speed- 045/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
Obstructions to Vision- FOG		
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 - YES	Total - 15841	Last 24 Hrs - 3
SE LAND	Months Since - 1	Make/Model- 123	Last 30 Days- UNK/NR
	Aircraft Type - CESSNA	Instrument- 255	Last 90 Days- 120
			Rotorcraft - 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ENROUTE THE CENTER SEAT PASSENGER UNFASTENED HIS SEAT BELT AND CRAWLED UP BETWEEN THE TWO FRONT SEATS.WHILE APPROACHING QUINHAGAK THE PILOT HAD DIFFICULTY MAKING THE PASSENGER RETURN TO HIS SEAT.AFTER FINALLY GETTING THE PASSENGER SETTLED DOWN HE TURNED AROUND AND DISCOVERED HE HAD FLOWN INTO A CLOUD LAYER AND COULD NO LONGER SEE THE LIGHTS OF THE VILLAGE. WHILE DESCENDING THROUGH THE CLOUD LAYER TO PICK UP THE CITY LIGHTS THE AIRCRAFT FLEW INTO THE GROUND AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 4 1/10/82 QUINHAGAK, AK A/C Reg. No. N756YN Time (Lcl) - 1755 AST

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

Finding(s)

1. SEAT BELT - NOT USED - PASSENGER
 2. WEATHER CONDITION - CLOUDS
 3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
 5. ALTITUDE - INATTENTIVE - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD
-

----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1 1/19/82 TUNTUTULIAK, AK A/C Reg. No. N4246T Time (Lc1) - 1635 AST

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

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

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

Make/Model - PIPER PA-32	Eng Make/Model - LYCOMING O-540 KIA5	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	Weather Radar - NO
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	BETHEL, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EEK, AK	TUNTUTULIAK
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 04
Visibility - 5.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 1800/ 75
Cloud Conditions(1st) - 1500 FT OVERCAST	Type of Clearance - NONE	Runway Surface - GRAVEL
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - SNOW		
Condition of Light - DUSK		

-----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 - 5115
SE LAND, SE SEA	Months Since - 2	Last 24 Hrs - 3
	Aircraft Type - CESSNA	Make/Model - 155
		Last 30 Days - UNK/NR
		Instrument - 36
		Last 90 Days - 155

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF ON A RUNWAY COVERED WITH 7 TO 8 INCHES OF SNOW, THE AIRCRAFT PULLED TO THE RIGHT. THE PILOT REDUCED ENGINE POWER, BUT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL. THE AIRCRAFT VEERED OFF THE SIDE OF THE RUNWAY. PILOT REPORTED SNOW REMOVAL EQUIPMENT NOT OPERATIONAL.

Brief of Accident (Continued)

File No. - 1

1/19/82

TUNTUTULIAK, AK

A/C Reg. No. N4246T

Time (Lc1) - 1635 AST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. AIRPORT SNOW REMOVAL - NOT POSSIBLE - AIRPORT PERSONNEL
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - CONTINUED - PILOT IN COMMAND

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

Finding(s)

6. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 5 2/20/82 N CAPE YAKATAGA, AK A/C Reg. No. N2845D Time (Lcl) - 1310 AST

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

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

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

Make/Model - GRUMMAN G-21A	Eng Make/Model - P & W R-985	ELT Installed/Activated - YES/YES
Landing Gear - AMPHIBIAN	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 8920	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 9	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ANCHORAGE, AK	
Completeness - PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	YAKUTAT, AK	Runway Ident - N/A
Wind Dir/Speed- 180/040 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 0.0	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - 7500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - 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)
COMMERCIAL	Current - YES	Total - 3628
SE LAND, SE SEA, ME LAND, ME SEA	Months Since - 8	Last 24 Hrs - 2
	Aircraft Type - CITABRI	Make/Model- 40
		Instrument- 19
		Last 30 Days- 10
		Last 90 Days- 25
		Multi-Eng - 1050

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT DEPARTED MERRILL FIELD AT 1110 WITH 220 GALLONS OF FUEL. TWO HOURS LATER BOTH ENGINES QUIT WHILE FLYING AT AN ALTITUDE OF 6500 FEET APPROXIMATELY 10 MILES OFFSHORE. THE CREW WAS UNABLE TO RESTART THE ENGINES AND THE AIRCRAFT WAS DITCHED INTO 12 TO 15 FOOT WAVES WITH A 40 KNOT SURFACE WIND. THE RIGHT FLOAT WAS TORN OFF AND BOTH ENGINE MOUNTS BROKE. THE AIRCRAFT SANK AT 1745 AND WAS NOT RECOVERED. THE AIRCRAFT HAD AN ANNUAL INSPECTION 4 DAYS PRIOR TO THE ACCIDENT. THE FUELING FACILITIES WERE CHECKED AND FOUND FREE OF WATER OR OTHER CONTAMINANTS.

Brief of Accident (Continued)

File No. - 5 2/20/82 N CAPE YAKATAGA, AK A/C Reg. No. N2845D Time (Lc1) - 1310 AST

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. TERRAIN CONDITION - WATER, ROUGH
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - UNFAVORABLE WIND

-----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. - 6 3/05/82 ANCHORAGE, AK

A/C Reg. No. N25759

Time (Lc1) - 1545 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235L2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/003 KTS
Visibility - 40.0 SM
Cloud Conditions(1st) - 6500 FT BROKEN
Cloud Conditions(2nd) - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flown - PRACTICE
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

MERRILL FIELD
Runway Ident - 06
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - ICE

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

Pilot-In-Command

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

Age - 34

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - C-402

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6825	Last 24 Hrs	- 8
Make/Model-	250	Last 30 Days-	55
Instrument-	283	Last 90 Days-	140
Multi-Eng	- 1000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

STUDENT PILOT ROUNDED OUT TOO HIGH,AIRCRAFT BOUNCED AND BECAME AIRBORNE.THE STUDENT DID NOT APPLY POWER AND THE CFI ADDED POWER FOR A GO-AROUND.HOWEVER HE WAITED TOO LONG BEFORE APPLYING POWER AND THE RIGHT WING STALLED. THE AIRCRAFT VEERED RIGHT OF RUNWAY HEADING AND TOUCHED DOWN ON A DIAGONAL TAXIWAY.THE CFI REDUCED POWER AND THE AIRCRAFT SLID ON THE ICE COVERED TAXIWAY COLLIDING WITH A SNOWBERM AND A PARKED UNATTENDED MAULE,N293X,WHICH RECEIVED SUBSTANTIAL DAMAGE.THE CFI REPORTED THAT THE AIRCRAFT'S BRAKES HAD NO EFFECT DUE TO THE ICE ON THE DIAGONAL TAXIWAY.

Brief of Accident (Continued)

File No. - 6 3/05/82 ANCHORAGE, AK

A/C Reg. No. N25759

Time (Lc1) - 1545 AST

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

Finding(s)

1. LEVEL OFF - IMPROPER - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - INITIATED - PILOT IN COMMAND(CFI)
4. GO-AROUND - SELECTED - PILOT IN COMMAND(CFI)
5. THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND(CFI)
6. STALL - INADVERTENT - PILOT IN COMMAND(CFI)

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

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. AIRPORT FACILITIES, TAXIWAY CONDITION - ICY
8. OBJECT - AIRCRAFT PARKED

-----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) 1,2,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2 3/10/82 MCGRATH,AK A/C Reg. No. N9464C Time (Lcl) - 1500 AST

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470J	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point 73 EAST MCGRATH,AK	
Method - N/A	Destination MCGRATH,AK	Airport Data TATITNA AIRSTRIP
Completeness - N/A	ATC/Airspace	Runway Ident - 05
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 1500/ 50
Wind Dir/Speed- 240/015 KTS	Type of Clearance - NONE	Runway Surface - GRAVEL
Visibility - 10.0 SM	Type Approach Flown - NONE	Runway Status - SNOW - DRY
Cloud Conditions(1st) - 5000 FT BROKEN		
Cloud Conditions(2nd) - 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)
PRIVATE	Current - YES	Total - 1400
SE LAND,SE SEA	Months Since - 10	Make/Model- 1400
	Aircraft Type - UNK/NR	Instrument- 50
		Last 24 Hrs - 3
		Last 30 Days- 50
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THERE WAS NO WIND ON THE GROUND.HOWEVER,IMMEDIATELY AFTER TAKEOFF HE ENCOUNTERED A DOWNDRAFT WHICH WOULD NOT ALLOW HIM TO CLEAR TREES AT THE END OF THE AIRSTRIP.TAKEOFF WAS ON RUNWAY 5.WIND REPORTED BY FAREWELL,AK,LOCATED 19MI NW OF THE ACCIDENT SITE,WAS 240/15. TATITNA IS AN ABANDONED,NON-MAINTAINED STRIP IN MOUNTAINOUS TERRAIN.THERE WERE NINE UNSECURED DOGS ONBOARD.

Brief of Accident (Continued)

File No. - 2

3/10/82

MCGRATH, AK

A/C Reg. No. N9464C

Time (Lc1) - 1500 AST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRPORT FACILITIES, WIND DIRECTION INDICATOR - UNAVAILABLE
3. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
7. WEATHER CONDITION - DOWNDRAFT
8. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH OBSTRUCTION(S)
9. TIE DOWN/SECURITY OF CARGO - 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) 1,3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3 3/16/82 DELTA JUNCTION, AK A/C Reg. No. N1069S Time (Lc1) - 0837 AST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries		
ON-DEMAND AIR TAXI	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation	Fire	Crew	0	0	1
Flight Conducted Under	NONE	Pass	0	0	0
Accident Occurred During		Other	0	0	0
-NON SCHED, DOMESTIC, FERRY					
-14 CFR 91					
-CRUISE					

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

Make/Model - BELL 206 L-1	Eng Make/Model - ALLISON 250 C-28	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4250	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 7	Rated Power - 500 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ALASKA PIPELINE #10, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PAXSON, AK	Runway Ident - N/A
Wind Dir/Speed- VARIABLE/025 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 5000 FT OVERCAST	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
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)
COMMERCIAL, ATP	Current - YES	Total - 5611
SE LAND	Months Since - 3	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - BELL206	Make/Model- 2203
		Instrument- 290
		Last 30 Days- UNK/NR
		Last 90 Days- 68
		Rotorcraft - 5173

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE FLYING AT APPROXIMATELY 300 FEET AGL IN WINDY TURBULENT CONDITIONS OVER SNOW COVERED TERRAIN, THE HELICOPTER IMPACTED THE FROZEN RIVER. AT THE TIME OF THE ACCIDENT THE PILOT WAS CHANGING RADIO FREQUENCIES WHEN IMPACT OCCURRED.

Brief of Accident (Continued)

File No. - 3 3/16/82 DELTA JUNCTION, AK A/C Reg. No. N1069S Time (Lc1) - 0837 AST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. WEATHER CONDITION - TURBULENCE
-

-----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. - 24 1/17/82 CENTERVILLE, AL A/C Reg. No. N203AL Time (Lcl) - 0930 CST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries	
ON-DEMAND AIR TAXI	SUBSTANTIAL		Fatal Serious Minor None	
Type of Operation -NON SCHED, DOMESTIC, EXT LOAD	Fire	Crew	0 0 0 1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0 0 0 1	
Accident Occurred During -LANDING		Other	0 0 0 0	

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250C-20B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 5	Rated Power - 317 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 315/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3412
	Months Since - 1	Make/Model- 959
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 55
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 34
		Rotorcraft - 3387

Instrument Rating(s) - NONE

-----Narrative-----

THE MISHAP OCCURRED DURING A PRACTICE HOVER WITH A 100 FT CABLE IN PREPARATION FOR AN EXTERNAL LOAD OPERATION. WHILE HOVERING ABOUT 100 FT AGL, THE FUEL BOOST PUMP LIGHT ILLUMINATED AND THE BOOST PUMP PRESSURE DROPPED TO ZERO. A DESCENT WAS STARTED; HOWEVER, WHILE STILL AT ABOUT 100 FT AGL, THE ENGINE LOST ALL POWER. THE PILOT ENTERED AN AUTOROTATION, BUT THE AIRCRAFT LANDED HARD. THE PILOT NOTED FROST ON THE FUEL CAP THAT WAS NOT PRESENT DURING THE PREFLIGHT INSPECTION. ALSO, A SMALL AMOUNT OF ICE WAS OBSERVED FLOATING IN THE FUEL ABOUT 45 MINUTES AFTER THE ACCIDENT. DURING A SUBSEQUENT EXAMINATION OF THE ENGINE AND AIRCRAFT, WATER WAS FOUND IN THE FUEL TANK, AIRFRAME FUEL FILTER, ENGINE FUEL PUMP FILTER AND HIGH PRESSURE FUEL FILTER. THE FUEL SUPPLY LINE FROM THE HIGH PRESSURE FUEL FILTER TO THE FUEL CONTROL WAS EMPTY. ANTI-ICE FUEL ADDITIVE WAS NOT REQUIRED IN THE FUEL, SINCE THIS BELL 206B WAS EQUIPPED WITH AN AIRFRAME FUEL FILTER. THE SOURCE OF WATER/ICE COULD NOT BE DETERMINED. TEMPERATURE MINUS 1 DEG F.

Brief of Accident (Continued)

File No. - 24

1/17/82

CENTERVILLE, AL

A/C Reg. No. N203AL

Time (Lcl) - 0930 CST

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

Finding(s)

1. FLUID, FUEL - WATER
2. WEATHER CONDITION - TEMPERATURE EXTREMES
3. FLUID, FUEL - ICE
4. FUEL SYSTEM, FILTER - BLOCKED(TOTAL)
5. FLUID, FUEL - STARVATION

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

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

Finding(s)

6. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 28 1/21/82 MUSCLE SHOALS, AL A/C Reg. No. N31937 Time (Lcl) - 2356 CST

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

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

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

Make/Model - PIPER PA-32	Eng Make/Model - LYCOMING TIO-540-51AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point BERMINGHAM, AL	ON AIRPRT
Method - UNK/NR	Destination MUSCLE SHOALS, AL	
Completeness - UNK/NR		Airport Data
Basic Weather - VMC	ATC/Airspace	MUSCLE SHOALS
Wind Dir/Speed- 060/005 KTS	Type of Flight Plan - IFR	Runway Ident - 29
Visibility - 1.0 SM	Type of Clearance - UNK/NR	Runway Lth/Wid - 6693 -UNK/NR
Cloud Conditions(1st) - 400 FT OVERCAST	Type Approach Flown - ILS - COMPLETE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR		Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

-----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 - 626
SE LAND	Months Since - 13	Make/Model- 203
	Aircraft Type - UNK/NR	Instrument- 121
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 29

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE APPROACH THE PILOT STATED THAT HE COULD NOT EXTEND THE LANDING GEAR. AT SOME POINT DURING THE APPROACH THE AIRCRAFT BROKE OUT INTO VFR CONDITIONS. THE PILOT STATED HE HAD THE AIRPORT IN SIGHT WHEN THE AIRCRAFT STRUCK A 160,000 VOLT POWER LINE. DURING THE CRASH SEQUENCE THE LEFT MAIN GEAR WAS BROKEN OFF THEREBY MAKING IT IMPOSSIBLE TO SUBSTANTIATE ANY PRIOR MALFUNCTION.

Brief of Accident (Continued)

File No. - 28

1/21/82

MUSCLE SHOALS, AL

A/C Reg. No. N31937

Time (Lc1) - 2356 CST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - RAIN
7. LIGHT CONDITION - NIGHT

Occurrence #2 MAIN 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) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 7 2/05/82 LUVERNE, AL

A/C Reg. No. N123WL

Time (Lcl) - 1130 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - CESSNA T210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 7.0 SM

Cloud Conditions(1st) - 1500 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

MONTGOMERY, AL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FRANK SIKES

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3500

Make/Model- 30

Instrument- 254

Multi-Eng - 1725

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE ABRUPTLY QUIT DURING TAKEOFF AFTER THE PILOT REDUCED POWER AND STARTED A CROSSWIND TURN. THE NOSE GEAR COLLAPSED REARWARD DURING LANDING ROLL IN A SOFT TERRACED PASTURE AND THE AIRCRAFT FLIPPED TO AN INVERTED POSITION. TWO OUNCES OF WATER WERE FOUND IN THE FUEL TANK USED DURING TAKEOFF EVEN THOUGH FUEL CONTINUED TO DRAIN FROM THE TANK 24 HOURS BEFORE THE WINGS WERE REMOVED FOR EXAMINATION. THE AIRCRAFT WAS REPORTEDLY PARKED OUTDOORS DURING HEAVY RAINFALL THE WEEK PRIOR TO THE ACCIDENT. A MECHANIC WHO WITNESSED THE DEPARTURE STATED THE PILOT DID NOT CONDUCT AN ENGINE RUN-UP.

Brief of Accident (Continued)

File No. - 7

2/05/82

LUVERNE, AL

A/C Reg. No. N123WL

Time (Lc1) - 1130 CST

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

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND

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

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

Finding(s)

3. TERRAIN CONDITION - SOFT
4. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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. - 13 3/02/82 BROWNSBORO, AL A/C Reg. No. N37WS Time (Lcl) - 1130 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - SMITH MINI
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

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

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

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

Weather Data

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

Wind Dir/Speed- 270/005 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

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

Total	- 356	Last 24 Hrs	- UNK/NR
Make/Model-	2	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	33
Multi-Eng -	4	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF WITH A MALFUNCTIONING FUEL QUANTITY GAUGE. BEFORE TAKEOFF, HE VISUALLY CHECKED THE FUEL AND ESTIMATED THAT THE TANK WAS ABOUT 1/2 FULL. AFTER RETURNING FROM A LOCAL FLIGHT, THE ENGINE LOST POWER DURING A TURN TO FINAL APPROACH FOR LANDING. UNABLE TO SAFELY LAND ON THE AIRPORT, THE PILOT LANDED IN A PLOWED FIELD. THE GEAR COLLAPSED AND THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. NO FUEL WAS FOUND IN THE FUEL TANK.

Brief of Accident (Continued)

File No. - 13

3/02/82

BROWNSBORO, AL

A/C Reg. No. N37WS

Time (Lc1) - 1130 CST

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

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAUGE - ERRATIC
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
 3. FLUID, FUEL - FLUCTUATING
 4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
-

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

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

Finding(s)

5. TERRAIN CONDITION - SOFT
 6. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 92 3/14/82 PELL CITY, AL

A/C Reg. No. N30BW

Time (Lcl) - 1610 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BEECH B24R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 020/005 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PELL CITY, AL
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ST CLAIR COUNTY
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

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

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

Age - 49
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - B24R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 665
Make/Model- 90
Instrument- 0
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 45
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE PILOT WAS MAKING TOUCH AND GO LANDINGS, THE ENGINE LOST POWER AS THE AIRCRAFT WAS CLIMBING THROUGH ABOUT 300 FT AGL. THE PILOT LANDED IN A FIELD WITH THE LANDING GEAR UP TO REDUCE THE STOPPING DISTANCE. NO PRE-IMPACT MALFUNCTIONS OR FAILURES WERE FOUND. FUEL WAS FOUND IN BOTH TANKS AND THROUGHOUT THE FUEL SYSTEM. NO FUEL CONTAMINATION WAS FOUND. THE ENGINE STARTED AND RAN NORMALLY DURING AN OPERATIONAL CHECK; HOWEVER, THE CHECK WAS LIMITED TO 1500 RPM DUE TO PROPELLER DAMAGE.

Brief of Accident (Continued)

File No. - 92

3/14/82

PELL CITY, AL

A/C Reg. No. N308W

Time (Lc1) - 1610 CST

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

Finding(s)

1. UNDETERMINED
2. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND

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

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

Finding(s)

3. TERRAIN CONDITION - GROUND
4. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 116 1/02/82 LITTLE ROCK, AR A/C Reg. No. N9779L Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - BEECH 19
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- VARIABLE
Visibility - UNK/NR
Cloud Conditions(1st) - 800 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT (DARK)

Itinerary

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 30

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 153	Last 24 Hrs	- UNK/NR
Make/Model-	4	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT DEPARTED NORTH LITTLE ROCK AIRPORT SOMETIME AFTER 1745 AND WAS NOT SEEN OR HEARD FROM AGAIN. AT APPROXIMATELY 1900 A WITNESS 5 MILES FROM THE AIRPORT HEARD THE SOUND OF A LIGHT AIRCRAFT INCREASING AND DECREASING POWER JUST BEFORE THE SOUND OF IMPACT. THE AIRCRAFT HIT THE GROUND IN AN ALMOST STRAIGHT NOSE DOWN ATTITUDE. THE PILOT'S WIFE STATED THE DIRECTIONAL GYRO OR GYRO COMPASS WAS NOT WORKING PROPERLY & THE PLT & PAX LEFT HOME BETWEEN 1400 & 1500 TO WORK ON IT.

Brief of Accident (Continued)

File No. - 116

1/02/82

LITTLE ROCK, AR

A/C Reg. No. N9779L

Time (Lcl) - UNK/NR

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - HAZE
4. WEATHER CONDITION - LOW CEILING
5. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
8. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - UNDETERMINED

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) 5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 114 1/05/82 LONKE, AR A/C Reg. No. N5304P Time (Lc1) - 0949 CST

-----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		Other	0	1	0	0	

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

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1AS	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
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	MEMPHIS, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LITTLE ROCK, AR	Runway Ident - N/A
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 25000 FT BROKEN	Type Approach Flown - VISUAL STRAIGHT-IN	
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)
COMMERCIAL	Current - YES	Total - 10000
SE LAND, ME LAND	Months Since - 12	Make/Model- 522
	Aircraft Type - PA-24	Instrument- 1000
		Multi-Eng - 2000
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE ENGINE FAILED AT 2000 FT AS HE WAS DESCENDING FOR AN APPROACH. HE SWITCHED THE FUEL SELECTOR FROM THE RIGHT TANK TO THE LEFT TANK, TURNED ON THE BOOST PUMP, AND PUMPED THE THROTTLE BUT THE ENGINE FAILED TO START. THE AIRCRAFT LANDED IN A SOD AREA NEXT TO AN INTERSTATE HIGHWAY. THE RIGHT FUEL TANK WAS FOUND EMPTY WHILE THE LEFT CONTAINED APPROXIMATELY 15 GALS OF FUEL. THE PILOT STATED HE OBSERVED FUEL RUNNING OUT OF THE RIGHT TANK ONTO THE PAVEMENT. THE FAA INSPECTORS COULD FIND NO FUEL STAINS ON THE AIRCRAFT OR ROADWAY AND NO EVIDENCE OF A FUEL LEAK. THE ENGINE WAS RUN DURING THE INVESTIGATION AND NO DISCREPANCIES WERE FOUND.

Brief of Accident (Continued)

File No. - 114

1/05/82

LONOKE, AR

A/C Reg. No. N5304P

Time (Lc1) - 0949 CST

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

Finding(s)

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

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

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

Finding(s)

3. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 104 3/05/82 HOT SPRINGS, AR A/C Reg. No. N18320 Time (Lcl) - 0800 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - BEECH B58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 010/006 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - 2500 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BRECKENRIDGE, TX
Destination
HOT SPRINGS, AR

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

MEMORIAL FIELD
Runway Ident - 05
Runway Lth/Wid - 6100/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - B-58

Medical Certificate - NON-VALID MEDICAL
Flight Time (Hours)

Total	- 2580	Last 24 Hrs	- 4
Make/Model-	2580	Last 30 Days-	UNK/NR
Instrument-	330	Last 90 Days-	120
Multi-Eng	- 2580		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL APPROACH TO MEMORIAL AIRPORT THE PILOT STATED THAT HE HEARD ANOTHER PILOT ANNOUNCE THAT HE WAS TURNING RIGHT BASE FOR LANDING ON THE ACTIVE RUNWAY. THE PILOT ON FINAL BECAME DISTRACTED WHILE LOOKING FOR THE OTHER AIRCRAFT AND FORGOT TO LOWER HIS LANDING GEAR. THE TOWER WAS NOT OPERATIONAL.

Brief of Accident (Continued)

File No. - 104

3/05/82

HOT SPRINGS, AR

A/C Reg. No. N18320

Time (Lcl) - 0800 CST

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

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 86 3/09/82 HUGHES,AR A/C Reg. No. N4987X Time (Lcl) - 1600 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	SUBSTANTIAL				
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	Fatal	Injuries
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	Serious
Accident Occurred During	-TAKEOFF		Other	0	Minor
				0	None

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

Make/Model	- ROCKWELL S-2R	Eng Make/Model	- P & W R1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 7000	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 600 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRSTRIP	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 180/005 KTS	WILDWOOD STRIP	
Visibility	- 30.0 SM	Runway Ident	- 36
Cloud Conditions(1st)	- NONE	Runway Lth/Wid	- 2640 -UNK/NR
Cloud Conditions(2nd)	- NONE	Runway Surface	- DIRT
Obstructions to Vision	- NONE	Runway Status	- WET
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2250	Last 24 Hrs - 10
SE LAND	Months Since - 1	Make/Model- 120	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 10	Last 90 Days- 52
			Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED A DOWNWIND TAKEOFF FROM A SOFT AG STRIP WITH A HEAVY LOAD. AFTER REALIZING THAT HE WOULD BE UNABLE TO LIFT-OFF, THE PILOT INITIATED AN ABORT. THE AIRCRAFT CONTINUED OFF OF THE END OF THE STRIP AND FLIPPED OVER IN A MUDDY TERRAIN.

Brief of Accident (Continued)

File No. - 86

3/09/82

HUGHES, AR

A/C Reg. No. N4987X

Time (Lc1) - 1600 CST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
 4. WEATHER CONDITION - TAILWIND
 5. ABORT - DELAYED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 127 2/20/82 GRAND CANYON,AZ A/C Reg. No. N529CA Time (Lcl) - 1502 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 030/010 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - 20000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
GOODYEAR,AZ

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - TOWER
Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GRAND CANYON
Runway Ident - N/A
Runway Lth/Wid - 9000-N/A
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 410
Last 24 Hrs - 2
Make/Model- 9
Last 30 Days- UNK/NR
Instrument- 50
Last 90 Days- 55

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED TO TAXI AND TAKEOFF WITH FULL FLAPS AND A DENSITY ALTITUDE OF ABOUT 7700 FEET. ACCORDING TO A WITNESS ABOARD THE AIRCRAFT THE STALL WARNING WAS GOING ON AND OFF FROM SHORTLY AFTER TAKEOFF UNTIL LANDING. AT ABOUT 150 FEET AGL THE FLAPS WERE RETRACTED AND THE AIRCRAFT BEGAN TO SETTLE. THE PILOT STATED THAT HE STARTED WITH A LEAN MIXTURE AND ATTEMPTED TO RELEAN. THE MIXTURE WAS NEVER ENRICHED. DURING LANDING ROLL ON A SMALL HIGHWAY THE PILOT STATED THAT HE WAS FORCED INTO A DITCH WHEN TRYING TO AVOID A CAR.

Brief of Accident (Continued)

File No. - 127

2/20/82

GRAND CANYON, AZ

A/C Reg. No. N529CA

Time (Lc1) - 1502 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. RAISING OF FLAPS - NOT SELECTED - PILOT IN COMMAND
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
6. STALL/MUSH - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND

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

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

8. OBJECT - VEHICLE
9. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 128 4/05/82 MENDOTA, CA A/C Reg. No. N8760U Time (Lcl) - 1330 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - SOLO				
Flight Conducted Under	-14 CFR 91	Crew	0	0	0
Accident Occurred During	-TAXI	Pass	0	0	0
		Other	0	0	0

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 30.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MENDOTA
Runway Ident - 32
Runway Lth/Wid - 2700/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 26
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 16
Last 24 Hrs - 2
Make/Model- 16
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE WAS LOOKING OUT THE LEFT WINDOW FOR THE TAXIWAY WHEN THE AIRCRAFT RAN OFF THE RUNWAY INTO A SOFT FIELD.

Brief of Accident (Continued)

File No. - 128

4/05/82

MENDOTA, CA

A/C Reg. No. N8760U

Time (Lc1) - 1330 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

Finding(s)

5. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 80 1/27/82 BROOMFIELD,CO A/C Reg. No. N5754T Time (Lcl) - 1230 MST

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

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

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

Make/Model - CESSNA 172N	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	Weather Radar - NO
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	JEFFERSON COUNTY
Wind Dir/Speed- 320/015 KTS	ATC/Airspace	Runway Ident - 29
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 7500 -UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- UNK/NR		
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 - 53	Last 24 Hrs - 3
	Months Since - N/A	Make/Model- 21	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 3	Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO LANDING, THE PILOT MONITORED THE ATIS AND NOTED THAT THE WIND WAS FROM 320 DEGREES AT 15 KNOTS. WHILE ON FINAL APPROACH FOR LANDING, HE HEARD A RADIO TRANSMISSION STATING THAT THE WIND WAS GUSTING TO 30 KNOTS. WHILE LANDING, HE THOUGHT THE RIGHT TIRE BLEW OUT. HOWEVER, HE CLEARED THE RUNWAY, GOT CLEARANCE TO TAXI TO A PARKING AREA, AND MADE A SERIES OF RIGHT AND LEFT TURNS WHILE TAXIING. AFTER TURNING INTO A LANE IN THE PARKING AREA, HE FELT THE TAIL BEING LIFTED BY THE WIND. HE TRIED TO TURN THE AIRCRAFT INTO THE WIND FOR CONTROL, BUT THE PLANE TIPPED OVER ON ITS NOSE AND RIGHT WING TIP.

Brief of Accident (Continued)

File No. - 80

1/27/82

BROOMFIELD, CO

A/C Reg. No. N5754T

Time (Lc1) - 1230 MST

Occurrence NOSE DOWN
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - HIGH WIND
4. PROPER ASSISTANCE - 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) 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. - 79 1/31/82 TRINIDAD, CO A/C Reg. No. N3921P Time (Lcl) - 1330 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-22
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1840
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/005 KTS
Visibility - 60.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

LAS ANIMAS COUNTY
Runway Ident - 21
Runway Lth/Wid - 5496/ 100
Runway Surface - ASPHALT
Runway Status - UNK/NR

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

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

Age - 47
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 293
Make/Model- 25
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 REPORTED THAT THE AIRCRAFT STARTED TO VEER LEFT AS THE TAIL CAME UP DURING THE TAKEOFF ROLL. HE CORRECTED WITH RUDDER, BUT DID NOT MAINTAIN DIRECTIONAL CONTROL. AS A GROUND LOOP DEVELOPED, HE NOTED THERE WAS INSUFFICIENT AIRSPEED TO LIFT OFF AND ABORTED. THE AIRCRAFT WENT OFF OF THE RUNWAY, ENCOUNTERED SOFT TERRAIN IN A SHALLOW DEPRESSION, HIT A SMALL BUSH, AND NOSED OVER.

Brief of Accident (Continued)

File No. - 79

1/31/82

TRINIDAD,CO

A/C Reg. No. N3921P

Time (Lc1) - 1330 MST

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

Finding(s)

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

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

Finding(s)

3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH VEGETATION
5. TERRAIN CONDITION - SOFT

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 49 2/17/82 7 MILES N. OF SNYDER, CO A/C Reg. No. N33NF Time (Lcl) - 1745 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

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

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

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

Weather Data

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

Itinerary

Last Departure Point
FT. MORGAN, CO
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 542
Make/Model- 151
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

IN ORDER TO SLOW THE AIRCRAFT DOWN DURING FLIGHT THE PILOT LOWERED 15 DEGREES OF FLAPS. AS THE FLAPS WERE TRANSITIONING DOWN THE PILOT STATED HE HEARD A "POP SOUND" WHICH WAS NOT NORMAL. HE THEN DECIDED TO MAKE A PRECAUTIONARY LANDING ON A DIRT ROAD. DURING THE APPROACH THE FLAPS WERE LOWERED ANOTHER NOTCH. JUST BEFORE TOUCHDOWN THE PLANE VEERED LEFT INTO A FENCE, THE NOSE GEAR WENT INTO THE GROUND, AND THE AIRCRAFT FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 49

2/17/82

7 MILES N. OF SNYDER, CO

A/C Reg. No. N33NF

Time (Lcl) - 1745 MST

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

Finding(s)

1. PRECAUTIONARY LANDING - SELECTED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

3. OBJECT - FENCE

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 47 3/12/82 BROOMFIELD,CO A/C Reg. No. N733DU Time (Lc1) - 1545 MST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
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	JEFFERSON COUNTY
Wind Dir/Speed- 290/020 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 60
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 524
SE LAND	Months Since - 7	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 425
		Instrument- 49
		Last 30 Days- UNK/NR
		Last 90 Days- 31
		Multi-Eng - 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING THE AIRCRAFT WAS TAXIING TO THE RAMP WHEN A GUST OF WIND LIFTED THE LEFT WING UP AND TIPPED THE CESSNA OVER ON ITS BACK. WIND WAS GUSTING OVER 40 KTS.

Brief of Accident (Continued)

File No. - 47

3/12/82

BROOMFIELD, CO

A/C Reg. No. N733DU

Time (Lcl) - 1545 MST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

Finding(s)

4. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND(CFI)

-----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. - 192 1/27/82 ANSONIA, CT A/C Reg. No. N4918H Time (Lcl) - 0930 EST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235LLC	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BRIDGEPORT, CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ANSONIA
Wind Dir/Speed- 350/010 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1723/ 250
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 574
SE LAND	Months Since - 13	Make/Model- 217
	Aircraft Type - UNK/NR	Instrument- 68
		Multi-Eng - 1
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 162

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTURE FROM BRIDGEPORT ON A LOCAL INSTRUCTIONAL FLIGHT, IT WAS DECIDED THAT A LANDING WOULD BE MADE AT THE ANSONIA AIRPORT. THE INSTRUCTOR REPORTED THAT THERE WAS NO NOTAM CONCERNING HAZARDOUS RUNWAY CONDITIONS AT ANSONIA. DURING LANDING, THE AIRCRAFT TOUCHED DOWN IN SNOW, THE NOSE GEAR FAILED, AND THE PLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 192

1/27/82

ANSONIA, CT

A/C Reg. No. N4918H

Time (Lc1) - 0930 EST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)
 3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 135 1/01/82 JACKSONVILLE, FL A/C Reg. No. N3906K Time (Lc1) - 1950 EST

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

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

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

Make/Model - NORTH AMERICAN NAVION L-17B	Eng Make/Model - CONTINENTAL E-225	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point MELBOURNE, FL	
Method - UNK/NR	Destination SAVANNAH, GA	Airport Data JACKSONVILLE INTL
Completeness - UNK/NR		Runway Ident - 07
Basic Weather - IMC	ATC/Airspace	Runway Lth/Wid - 8000/ 150
Wind Dir/Speed- 110/006 KTS	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Visibility - 0.0	Type of Clearance - UNK/NR	Runway Status - UNK/NR
Cloud Conditions(1st) - OBSCURED OBSCURED	Type Approach Flown - ILS - LOCALIZER ONLY	
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2740
SE LAND, ME LAND	Months Since - 15	Make/Model- 1000
	Aircraft Type - UNK/NR	Instrument- 230
		Multi-Eng - 500
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT EXPERIENCED ENGINE ROUGHNESS AND A DROP IN OIL PRESSURE WHILE IN INSTRUMENT WEATHER CONDITIONS. THE PILOT ELECTED TO MAKE A PRECAUTIONARY LANDING AND WAS VECTORED TO RUNWAY 7. THE PREVAILING WEATHER WAS SKY OBSCURED, CEILING AND VISIBILITY ZERO. THE PILOT LINED UP ON THE HIGH INTENSITY APPROACH LIGHTS BUT COULD NOT SEE THE RUNWAY LIGHTS. THE AIRCRAFT COLLIDED WITH TREES ABOUT 500 FEET LEFT OF THE RUNWAY AND 2/3RDS OF THE WAY DOWN THE RUNWAY. THE LAST ANNUAL INSPECTION OF THE AIRCRAFT WAS ACCOMPLISHED ON 8/30/80. EXAMINATION OF THE ENGINE REVEALED A BROKEN COMPRESSION RING ON ONE OF THE CYLINDERS.

Brief of Accident (Continued)

File No. - 135

1/01/82

JACKSONVILLE, FL

A/C Reg. No. N3906K

Time (Lc1) - 1950 EST

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, PARTIAL
2. ANNUAL INSPECTION - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - FOG
5. PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND
6. WEATHER CONDITION - BELOW APPROACH MINIMUMS
7. WEATHER CONDITION - LOW CEILING
8. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 153 1/02/82 MIAMI, FL A/C Reg. No. N23BS Time (Lc1) - 1607 EST

-----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 -LANDING		Other	0	0	0	0

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

Make/Model - SMITH WCS-222 (BELL 47G)	Eng Make/Model - FRANKLIN O-335-5D	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 100/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 8011
	Months Since - 4	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1
		Last 30 Days- UNK/NR
		Instrument- 2796
		Last 90 Days- 6
		Multi-Eng - 6575
		Rotorcraft - 1211

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLIGHT, THE ENGINE LOST POWER AND FIRE ERUPTED ON THE ENGINE COMPARTMENT. SUBSEQUENTLY, THE ENGINE DRIVEN HYDRAULIC BOOST FOR THE FLIGHT CONTROL SYSTEM BECAME INOPERATIVE. THE PILOT WAS FLYING OVER A POPULATED AREA. DURING HIS FORCED LANDING, HE WAS FORCED TO DIVERT TO A SECOND LANDING SITE WITH A CROSSWIND TO AVOID PERSONNEL AND OBSTRUCTIONS. THE WIND WAS GUSTING TO 12 KNOTS. DURING TOUCHDOWN, THE MAIN ROTOR BLADES FLEXED DOWNWARD AND SEVERED THE TAIL BOOM. THE ENGINE COMPARTMENT FIRE WAS STILL BURNING IN THE VICINITY OF THE AIR CLEANER, BUT WAS EXTINGUISHED WITHOUT FURTHER DAMAGE TO THE AIRCRAFT. AN INVESTIGATION REVEALED THAT A CONNECTING ROD ASSEMBLY HAD FAILED.

Brief of Accident (Continued)

File No. - 153

1/02/82

MIAMI, FL

A/C Reg. No. N23BS

Time (Lc1) - 1607 EST

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FIRE
Phase of Operation CRUISE - NORMAL

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

2. ROTORCRAFT FLIGHT CONTROL SYSTEM - INOPERATIVE

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

Occurrence #5 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - UNFAVORABLE WIND

----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. - 141 1/03/82 COCOA, FL A/C Reg. No. N94252 Time (Lcl) - UNK/NR

-----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		0	0	0	1
		0	0	0	0

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

Make/Model - CESSNA 210L	Eng Make/Model - CONTINENTAL IO-520L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
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	DUNN AIRPARK, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MERRITT ISLAND, FL	Runway Ident - N/A
Wind Dir/Speed- 120/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
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)
COMMERCIAL	Current - YES	Total - 755
SE LAND, ME LAND	Months Since - 9	Make/Model- 17
	Aircraft Type - UNK/NR	Instrument- 93
		Multi-Eng - 136
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON ARRIVING IN THE VICINITY OF THE DESTINATION AIRPORT THE PILOT STARTED TO REDUCE POWER IN PREPARATION FOR THE DESCENT WHEN HE OBSERVED THAT THE ENGINE EXPERIENCED A POWER LOSS. ALL ATTEMPTS MADE TO RESTORE POWER ON THE ENGINE WERE TO NO AVAIL AND THE PILOT WAS FORCED TO MAKE A LANDING ON A RIVER BANK BORDERED WITH MANGROVE TREES. EXAMINATION OF THE ENGINE FAILED TO REVEAL ANY EVIDENCE OF PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 141

1/03/82

COCOA, FL

A/C Reg. No. N94252

Time (Lcl) - UNK/NR

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

Finding(s)

1. UNDETERMINED

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

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

Finding(s)

2. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 152 1/10/82 OKEECHOBEE, FL A/C Reg. No. N567V Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

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

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

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-A1D5
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - UNK/NR

Itinerary

Last Departure Point
UNK/NR

Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

LOWERY DAVIS
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)
UNK/NR

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT OWNER AND A FRIEND WERE TAKEN TO A HOSPITAL EMERGENCY ROOM WITH SERIOUS INJURIES AT ABOUT 2115 LOCAL TIME. THEY STATED THAT THEY HAD BEEN ATTACKED AND ROBBED WHILE HITCH-HIKING. ON THE NEXT MORNING, THE OWNER'S AIRCRAFT WAS FOUND WHERE IT HAD CRASHED ON AN AIRSTRIP. THE PLANE HAD STRUCK EIGHT TREES BEFORE IT HAD CRASHED. THE LANDING GEAR WAS FOUND IN THE DOWN POSITION. CANNABIS WAS FOUND NEAR THE WRECKAGE. THE COCKPIT AND FUSELAGE WERE THE ONLY PART OF THE AIRCRAFT THAT HAD BURNED. TWO PLASTIC MILK JUGS WITH THE ODOR OF A FLAMMABLE LIQUID WERE FOUND SITTING ON THE LEFT ENGINE.

Brief of Accident (Continued)

File No. - 152

1/10/82

OKEECHOBEE, FL

A/C Reg. No. N567V

Time (Lcl) - UNK/NR

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - NIGHT

2. JUDGEMENT - POOR - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 147 1/13/82 MONTICELLO, FL A/C Reg. No. N28607 Time (Lc1) - 1400 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - GRUMMAN AA5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - RADIO
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 4.0 SM

Cloud Conditions(1st) - 800 FT SCATTERED

Cloud Conditions(2nd) - 1800 FT OVERCAST

Obstructions to Vision- UNK/NR

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HOLLYWOOD, FL

Destination

TALLAHASSEE, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 55

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 451

Make/Model- 57

Instrument- 16

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

AFTER BEING DENIED A SPECIAL VFR CLEARANCE TO LAND AT TAMPA-ST.PETERSBURG THE PILOT ELECTED TO CANCEL HIS FLIGHT PLAN TO TALLAHASSEE AND FLY TO NEW ORLEANS. ABOUT 5 1/2 HOURS INTO THE FLIGHT HE DECIDED TO DIVERT TO GULFPORT, MS AND TUNED IN THE GULFPORT VOR (109.0 MHZ). ALTHOUGH HE HAD BEEN FLYING A HEADING OF 283 DEGREES AT 190 DME THE OBS NOW READ 005 DEGREES AND 75 MILES DME. AFTER CROSSING THE COASTLINE HE COULDN'T FIND THE AIRPORT AND CONTINUED FLYING UNTIL FUEL EXHAUSTION. THE AIRCRAFT CRASHED IN A SWAMP. THE GREENVILLE VOR IS ALSO ON FREQUENCY 109.0 MHZ AND IS LOCATED 226 MILES EAST OF THE GULFPORT VOR. THE WRECKAGE WAS FOUND ABOUT 10 MILES FROM THE GREENVILLE VOR STATION.

Brief of Accident (Continued)

File No. - 147

1/13/82

MONTICELLO, FL

A/C Reg. No. N28607

Time (Lc1) - 1400 EST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 4. FLUID, FUEL - EXHAUSTION
-

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

Finding(s)

5. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 150 1/15/82 MALONE, FL A/C Reg. No. N5559T Time (Lcl) - 1430 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 010/002 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WARWICK, GA
Destination
MALONE, FL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - CONTACT

Airport Proximity
ON AIRSTRIP

Airport Data

TAYLOR FARMS
Runway Ident - 36
Runway Lth/Wid - 3500 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - SOFT

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3619 Last 24 Hrs - 0
Make/Model- 300 Last 30 Days- UNK/NR
Instrument- 146 Last 90 Days- 55
Multi-Eng - 492

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ELECTED TO LAND ON A RUNWAY WITH 800 FEET OF HARD SOD AND 2700 FEET OF SOFT DIRT. THE AIRCRAFT NOSED OVER WHEN THE NOSE WHEEL DUG INTO THE DIRT.

Brief of Accident (Continued)

File No. - 150

1/15/82

MALONE, FL

A/C Reg. No. N5559T

Time (Lc1) - 1430 EST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 129 1/20/82 ORLANDO, FL

A/C Reg. No. N3318S

Time (Lcl) - 2115 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew 1
Pass 0
Other 0

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

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

Make/Model - CESSNA 210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

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

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

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

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 12.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - NIGHT (DARK)

Itinerary
Last Departure Point
FT. PIERCE, FL
Destination
ORLANDO, FL
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP
Airport Data
HERNDON
Runway Ident - 25
Runway Lth/Wid - 5998/ 150
Runway Surface - MACADAM
Runway Status - DRY

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

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - CESSNA

Medical Certificate - NON-VALID MEDICAL
Flight Time (Hours)
Total - 364
Make/Model- 41
Instrument- 5
Multi-Eng - 18
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PASSENGER STATED THAT THE AIRCRAFT DEPARTED WITH BOTH FUEL TANKS INDICATING ABOUT 1/4 FULL. AT 2113 THE PILOT REPORTED TO HERNDON TOWER THAT HE HAD AN ENGINE FAILURE. ACCORD TO THE SURVIVING PASSENGER, THE ONLY THING HE SAW THE PILOT DO AFTER THE ENGINE QUIT WAS TO PUMP THE THROTTLE SEVERAL TIMES. THE AIRCRAFT CRASHED IN LAKE BARTON ABOUT 1/4 MILE FROM THE APPROACH END OF RUNWAY 25. EXAMINATION OF THE FUEL SYSTEM REVEALED THAT THE RIGHT TANK CONTAINED 1/2 GALLON AND THE LEFT 12 GALLONS OF 100LL FUEL. THE FUEL SELECTOR WAS FOUND ON THE LEFT MAIN TANK AND THE BOOST PUMP WAS FOUND IN THE OFF POSITION.

Brief of Accident (Continued)

File No. - 129

1/20/82

ORLANDO, FL

A/C Reg. No. N3318S

Time (Lcl) - 2115 EST

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

Finding(s)

1. REFUELING - NOT PERFORMED - PILOT IN COMMAND
2. FUEL TANK SELECTOR POSITION - DELAYED - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
4. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
5. FLUID, FUEL - STARVATION

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 139 1/31/82 DELAND, FL A/C Reg. No. N21481 Time (Lc1) - 1230 EST

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

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

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

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2325	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 161 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	DAYTONA BEACH, FL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	DELAND MUNICIPAL
Wind Dir/Speed	- 180/019 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 18
Cloud Conditions(1st)	- 2700 FT BROKEN	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- 25000 FT BROKEN	- NONE	- 5999/ 200
Obstructions to Vision	- NONE	Type of Clearance	- MACADAM
Precipitation	- NONE	Type Approach Flown	- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 326	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - 1	Make/Model - 50	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 55	Last 90 Days - 75
		Multi-Eng - 23	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING NORMAL APPROACHES AND LANDINGS THE STUDENT ALLOWED THE AIRCRAFT TO GET TOO LOW ON FINAL APPROACH. THE INSTRUCTOR TOOK THE CONTROLS BUT WAS UNABLE TO PREVENT A TOUCHDOWN SHORT OF THE RUNWAY THRESHOLD.

Brief of Accident (Continued)

File No. - 139

1/31/82

DELAND, FL

A/C Reg. No. N21481

Time (Lc1) - 1230 EST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DISTANCE - MISJUDGED - DUAL STUDENT
2. AIRSPEED - MISJUDGED - DUAL STUDENT
3. SUPERVISION - INADEQUATE - 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 144 1/31/82 NEW PORT RICHEY, FL A/C Reg. No. N5406M Time (Lcl) - 1140 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1675
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/014 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

WEST PASCO
Runway Ident - 08
Runway Lth/Wid - 5000/ 50
Runway Surface - MACADAM
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 53
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	Last 24 Hrs	Last 30 Days	Last 90 Days
402	1	UNK/NR	4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO LAND ON RUNWAY 080 WITH WINDS FROM 170 DEGREES AT 14 KNOTS GUSTING TO 25 KNOTS. THE AIRCRAFT RAN OFF THE SIDE OF THE RUNWAY INTO SOFT SAND WHERE THE NOSE WHEEL COLLAPSED AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 144

1/31/82

NEW PORT RICHEY, FL

A/C Reg. No. N5406M

Time (Lc1) - 1140 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - SOFT

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

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD

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) 3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 143 2/05/82 120 NM SSE OF MIAMI, FL A/C Reg. No. N1306H Time (Lcl) - 1230 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 070/012 KTS
Visibility - 8.0 SM
Cloud Conditions(1st) - 2500 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - UNK/NR

Itinerary

Last Departure Point
CROOKED ISLAND, BH
Destination
FT. PIERCE, FL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 52

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 1216 THE PILOT OF A CESSNA 402, N69400, HEARD N1306H ANNOUNCE ON THE RADIO THAT HE WAS 100 MILES SOUTH OF BIMINI AND HAD 15 MINUTES OF FUEL REMAINING. THE CAPTAIN OF AMERICAN AIRLINES FLIGHT 603 HEARD THE PILOT STATE THAT HE WAS GOING IN AND HE IMMEDIATELY HEARD AN ELT. HE ALSO HEARD THE PILOT OF ANOTHER AIRCRAFT TELLING MIAMI CENTER THAT HE SAW A BROWN LIFE RAFT WITH TWO PERSONS ABOARD. A COAST GUARD SEARCH FAILED TO FIND ANY EVIDENCE OF THE WRECKAGE OR THE OCCUPANTS. THE SEARCH WAS SUSPENDED ON 2/10/82. ON 2/15/82 A LIFE RAFT WASHED ASHORE NEAR PALM BEACH, FL WITH THE BODY OF THE PILOT ABOARD.

Brief of Accident (Continued)

File No. - 143

2/05/82

120 NM SSE OF MIAMI, FL

A/C Reg. No. N1306H

Time (Lc1) - 1230 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 145 2/12/82 FT. LAUDERDALE, FL A/C Reg. No. N1515V Time (Lcl) - 1240 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

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

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

Make/Model - HOWARD 500
Landing Gear - TAILWHEEL-ALL RETRACT
Max Gross Wt - 17500
No. of Seats - 17

Eng Make/Model - WRIGHT R-1820-56A
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 900 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 150/013 KTS
Visibility - 10.0 - SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

FT. LAUDERDALE INTL
Runway Ident - 09
Runway Lth/Wid - 8054/ 150
Runway Surface - MACADAM
Runway Status - UNK/NR

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

Pilot-In-Command

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

Age - 32

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1407	Last 24 Hrs	- 0
Make/Model-	105	Last 30 Days-	UNK/NR
Instrument-	173	Last 90 Days-	55
Multi-Eng	- 605		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT PARTIAL POWER FAILURE OF THE LEFT ENGINE COMBINED WITH TORQUE AND A CROSSWIND CAUSED A LOSS OF DIRECTIONAL CONTROL APPROXIMATELY 100 YARDS INTO THE TAKEOFF ROLL.

Brief of Accident (Continued)

File No. - 145

2/12/82

FT. LAUDERDALE, FL

A/C Reg. No. N1515V

Time (Lc1) - 1240 EST

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 146 2/13/82 PENSACOLA, FL A/C Reg. No. N82004 Time (Lc1) - 1200 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 330/020 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 2000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

FERGUSON
Runway Ident - 18
Runway Lth/Wid - 2600/ 200
Runway Surface - GRAVEL
Runway Status - DRY
SOFT

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

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

Age - 28
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2150 Last 24 Hrs - 0
Make/Model - 13 Last 30 Days - UNK/NR
Instrument - 500 Last 90 Days - 104
Multi-Eng - 1850

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LANDED WITH A RIGHT QUARTERING TAILWIND IN GUSTY CONDITIONS. IT SWERVED OFF THE RUNWAY INTO A BELL HELICOPTER THAT WAS STORED JUST OFF THE RIGHT SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 146

2/13/82

PENSACOLA, FL

A/C Reg. No. N82004

Time (Lc1) - 1200 EST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - TAILWIND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH 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) 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. - 136 2/17/82 OPA LOCKA, FL A/C Reg. No. N757TY Time (Lc1) - 1215 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 360/020 KTS
Visibility - 2.0 SM
Cloud Conditions(1st) - 900 FT BROKEN
Cloud Conditions(2nd) - 6000 FT OVERCAST
Obstructions to Vision- UNK/NR
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

OPA LOCKA
Runway Ident - 09
Runway Lth/Wid - 3010 -UNK/NR
Runway Surface - MACADAM
Runway Status - WET

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

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

Age - 26
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 37
Last 24 Hrs - 1
Make/Model- 37
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

WHILE DOING TOUCH AND GO LANDINGS THE PILOT OBSERVED A SQUALL LINE APPROACHING THE AIRPORT. HE PROCEEDED TO MAKE A FULL STOP LANDING AND WAS TAXIING TO OPERATIONS, WHEN A STRONG GUST OF WIND PICKED UP THE TAIL OF THE AIRCRAFT AND FLIPPED IT OVER. THE PILOT STATED THAT HE HAD CALLED MIAMI FLIGHT SERVICE ABOUT ONE HOUR PRIOR TO TAKEOFF AND WAS INFORMED THAT A LINE OF THUNDERSHOWERS WAS ADVANCING DOWN THE STATE BUT WAS NOT EXPECTED TO REACH THE OPA LOCKA AREA UNTIL 1800Z. HE FURTHER STATED THAT HE MISINTERPRETED THAT TIME TO MEAN 1800 LOCAL.

Brief of Accident (Continued)

File No. - 136

2/17/82

OPA LOCKA, FL

A/C Reg. No. N757TY

Time (Lcl) - 1215 EST

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

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
 2. PREFLIGHT BRIEFING SERVICE - NOT UNDERSTOOD - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH WIND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. WEATHER CONDITION - GUSTS
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 138 2/18/82 PEMBROKE PINES, FL A/C Reg. No. N3667L Time (Lcl) - 1145 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - GREAT LAKES 2T1A-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING AE10-360-B1G6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

NORTH PERRY
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - DRY

Wind Dir/Speed- 340/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 3000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
SE LAND,ME LAND

Age - 32

Biennial Flight Review

Current - YES
Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6879	Last 24 Hrs - 2
Make/Model- 61	Last 30 Days- UNK/NR
Instrument- 205	Last 90 Days- 6
Multi-Eng - 699	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED THE PILOT TAXIING DOWNWIND AT A SPEED ABOVE NORMAL WHEN THE AIRCRAFT'S TAIL WAS SEEN TO RAISE AND THE AIRCRAFT TURNED OVER.

Brief of Accident (Continued)

File No. - 138

2/18/82

PEMBROKE PINES, FL

A/C Reg. No. N3667L

Time (Lc1) - 1145 EST

Occurrence

NOSE OVER

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND

2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 140 2/19/82 PEMBROKE PINES, FL A/C Reg. No. N4721F Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA P206B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - UNK/NR
Wind Dir/Speed - UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision - UNK/NR
Precipitation - UNK/NR
Condition of Light - UNK/NR

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

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

Medical Certificate - UNK/NR

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE WRECKAGE WAS FOUND ABANDONED OFF THE SIDE OF A NARROW ROAD ON 2/19/82. ONLY THE PILOT'S SEAT WAS INSTALLED. TRACES OF NARCOTICS WERE FOUND ON BOARD. THE AIRCRAFT'S REGISTERED OWNER AS SHOWN IN THE FAA RECORDS CONTAINED A FICTITIOUS ADDRESS. THE INJURY INDEX IS PRESUMED.

Brief of Accident (Continued)

File No. - 140

2/19/82

PEMBROKE PINES, FL

A/C Reg. No. N4721F

Time (Lc1) - UNK/NR

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 142 2/22/82 FLORIDA CITY, FL A/C Reg. No. N7335E Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 210A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470E
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - UNK/NR

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

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

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT WAS FOUND INVERTED IN 5 FEET OF WATER. ONLY ONE SEAT WAS INSTALLED AND AN AUXILIARY FUEL PUMP WAS INSIDE THE AIRCRAFT. IT APPEARED THAT THE AIRCRAFT LANDED ON THE ADJACENT CANAL BANK AND THEN PURPOSELY RUN INTO THE WATER. POLICE SUSPECT A DRUG DELIVERY. INJURY INDEX IS PRESUMED.

Brief of Accident (Continued)

File No. - 142

2/22/82

FLORIDA CITY, FL

A/C Reg. No. N7335E

Time (Lcl) - UNK/NR

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation OTHER

Finding(s)

1. SABOTAGE - PERFORMED - PILOT IN COMMAND
2. STOLEN AIRCRAFT/UNAUTHORIZED USE - INITIATED - 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. - 133 2/27/82 FT. MYERS, FL A/C Reg. No. N1100W Time (Lcl) - 1100 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - HUGHES 269C
Landing Gear - SKID
Max Gross Wt - 2080
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-D1A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 190 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/012 KTS
Visibility - 14.0 SM
Cloud Conditions(1st) - 25000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRSTRIP

Airport Data

LEHIGH WEST
Runway Ident - 05
Runway Lth/Wid - 2833 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND
HELICOPTER

Age - 50

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - B-206B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3284	Last 24 Hrs	-	0
Make/Model-	149	Last 30 Days-	14		
Instrument-	114	Last 90 Days-	37		
Multi-Eng	-	1422	Rotorcraft	-	241

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLIGHT ENGINE RPM'S DROPPED AND PILOT IMMEDIATELY LANDED ON A ROAD. THE PILOT STATED HE ATTEMPTED TO CHECK THE ENGINE POWER BY BRINGING THE HELICOPTER TO A HOVER AND MOVING IT APPROXIMATELY 30 FEET THREE TIMES. THE POWER APPEARED NORMAL SO HE ELECTED TO TAKEOFF. DURING HIS NEXT APPROACH, WHILE AT APPROXIMATELY 25 FEET AGL, HE ATTEMPTED TO PULL COLLECTIVE AND GOT AN INDICATION OF NO POWER. THE PILOT STATED HE THEN DROPPED THE COLLECTIVE PART WAY AND ATTEMPTED AN EMERGENCY LANDING.

Brief of Accident (Continued)

File No. - 133

2/27/82

FT. MYERS, FL

A/C Reg. No. N1100W

Time (Lcl) - 1100 EST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
 2. MISCELLANEOUS - UNDETERMINED
-

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

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. - 148

2/27/82

MIAMI BEACH, FL

A/C Reg. No. N24542

Time (Lcl) - 1025 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/012 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 3000 FT SCATTERED
Cloud Conditions(2nd) - 20000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOLLYWOOD, FL
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

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

Pilot-In-Command

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	70
Make/Model-	65
Instrument-	UNK/NR
Multi-Eng -	UNK/NR
Last 24 Hrs -	1
Last 30 Days-	7
Last 90 Days-	23
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE FLYING APPROXIMATELY 10 MILES SOUTHEAST OF THE AIRPORT OVER THE OCEAN THE ENGINE STARTED TO VIBRATE. THE PILOT ELECTED TO RETURN TO THE AIRPORT HOWEVER. A FEW MINUTES LATER THE ENGINE OIL PRESSURE DROPPED TO ZERO AND THE AIRCRAFT WAS DITCHED IN THE OCEAN. INVESTIGATION REVEALED THAT THE NUMBER 4 CONNECTING ROD CAP SEPARATED FROM THE ROD DUE TO FAILURE OF ONE ROD CAP BOLT.

Brief of Accident (Continued)

File No. - 148

2/27/82

MIAMI BEACH, FL

A/C Reg. No. N24542

Time (Lcl) - 1025 EST

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,PARTIAL
2. ENGINE ASSEMBLY,CONNECTING ROD - SEPARATION

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

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

Finding(s)

3. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 149 3/11/82 TALLAHASSEE, FL A/C Reg. No. N71MH Time (Lcl) - 1802 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		Other 0	0	0	0

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

Make/Model - BEECH 95-B55	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TALLAHASSEE MUNICIPAL
Wind Dir/Speed- 200/003 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Cloud Conditions(1st) - 25000 FT OVERCAST	Type of Clearance - TOWER	Runway Surface - MACADAM
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3787
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 591
	Aircraft Type - UNK/NR	Instrument- 569
		Multi-Eng - 1660
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 24
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FAILED TO EXTEND THE LANDING GEAR DURING PRACTICE FULL STOP, TAXI BACK, TAKEOFF AND LANDINGS.

Brief of Accident (Continued)

File No. - 149

3/11/82

TALLAHASSEE, FL

A/C Reg. No. N71MH

Time (Lc1) - 1802 EST

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

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 134 3/13/82 NEW PORT RICHEY, FL A/C Reg. No. N8554S Time (Lcl) - 1100 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass
Other

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

Make/Model - CESSNA 182H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/003 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

HIDDEN LAKE
Runway Ident - 23
Runway Lth/Wid - 3400/ 50
Runway Surface - MACADAM
Runway Status - DRY

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

Pilot-In-Command

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

Age - 51
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	520
Make/Model-	520
Instrument-	40
Multi-Eng -	UNK/NR
Last 24 Hrs -	0
Last 30 Days-	UNK/NR
Last 90 Days-	3
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT MOMENTS AFTER TAKEOFF POWER WAS APPLIED THE SEAT RETAINING PINS BROKE, THE PILOT'S SEAT MOVED AFT BREAKING THE REAR RETAINER LEAVING HIM UNABLE TO REACH THE CONTROL YOKE. THE AIRCRAFT SWERVED OFF THE RUNWAY AND COLLIDED WITH TREES. THE PILOT REPORTED THAT BOTH SEAT RETAINER AND PIN HAD BEEN REPLACED DURING A MAJOR OVERHAUL IN MARCH 1981.

Brief of Accident (Continued)

File No. - 134

3/13/82

NEW PORT RICHEY, FL

A/C Reg. No. N8554S

Time (Lc1) - 1100 EST

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

Finding(s)

1. FUSELAGE, SEAT - FAILURE, TOTAL
-

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

Finding(s)

2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. OBJECT - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 130 3/16/82 MIAMI, FL A/C Reg. No. N761NJ Time (Lcl) - 1642 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass
Other

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

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - 110/003 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JACKSONVILLE, FL
Destination
TAMIA MI, FL

Airport Proximity
ON AIRPORT

Airport Data

TAMIA MI
Runway Ident - 09
Runway Lth/Wid - 5000/ 150
Runway Surface - MACADAM
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 67

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2216	Last 24 Hrs	- 2
Make/Model	- 103	Last 30 Days	- UNK/NR
Instrument	- 734	Last 90 Days	- 6
Multi-Eng	- 381	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXPERIENCED A LOSS OF ELECTRICAL POWER ON A VFR FLIGHT. UPON ARRIVAL IN THE MIAMI AREA HE WAS UNABLE TO EXTEND THE MAIN GEAR AND LANDED GEAR UP.

Brief of Accident (Continued)

File No. - 130

3/16/82

MIAMI, FL

A/C Reg. No. N761NJ

Time (Lcl) - 1642 EST

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

Finding(s)

1. ELECTRICAL SYSTEM - FAILURE, TOTAL
 2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
-

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

Finding(s)

3. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 131 3/18/82 LAKE WALES, FL A/C Reg. No. N8330B Time (Lcl) - 2105 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 080/007 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

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

Airport Proximity
ON AIRPORT

Airport Data

CHALET SUZANNE
Runway Ident - 36
Runway Lth/Wid - 2450/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - NONE

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

Pilot-In-Command

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

Age - 38

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 93	Last 24 Hrs	- UNK/NR
Make/Model-	93	Last 30 Days-	12
Instrument-	14	Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

ON LIFTOFF THE STALL WARNING HORN SOUNDED. THE PILOT LEVELED THE ACFT TO BUILD UP AIRSPEED AND THE ENGINE BACKFIRED AND LOST RPM'S. THE AIRCRAFT STARTED TO SINK AND DRIFT LEFT. THE PILOT STATED HE APPLIED ALL RIGHT RUDDER BUT THE LEFT GEAR HIT THE GROUND AND THE AIRCRAFT SWERVED LEFT. THE PILOT SHUT OFF THE THROTTLE BEFORE IMPACT. THE PILOT STATED HE WAS INEXPERIENCED WITH THIS FIELD AND SHOULD HAVE OBTAINED MORE INFORMATION ABOUT IT.

Brief of Accident (Continued)

File No. - 131

3/18/82

LAKE WALES, FL

A/C Reg. No. N8330B

Time (Lcl) - 2105 EST

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, INFORMATION INSUFFICIENT - PILOT IN COMMAND
6. OBJECT - AIRCRAFT PARKED

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

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

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. - 132 3/23/82 NEAR OPALOCKA, FL A/C Reg. No. N2463F Time (Lc1) - 1023 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass
Other

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

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/004 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 2500 FT BROKEN
Cloud Conditions(2nd) - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FORT LAUDERDALE, FL
Destination
OPALOCKA, FL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 22

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 330	Last 24 Hrs - 1
Make/Model- 5	Last 30 Days- UNK/NR
Instrument- 40	Last 90 Days- 130
Multi-Eng - 1	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE WAS PRACTICING FORCED LANDINGS IN A SOFT FIELD ENVIRONMENT. THE PASSENGER ADDED THAT THE LANDING AREA WAS A LEVEE BORDERED BY WATER, TREES, AND VEGETATION. HE FURTHER STATED THAT THE AIRCRAFT BOUNCED HARD AND TO THE LEFT OFF THE GRAVEL SURFACE BEFORE THE PILOT ADDED POWER. THE LEFT WING OF THE AIRCRAFT COLLIDED WITH A TREE.

Brief of Accident (Continued)

File No. - 132

3/23/82

NEAR OPALOCKA, FL

A/C Reg. No. N2463F

Time (Lc1) - 1023 EST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. LEVEL OFF - IMPROPER - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 12 1/02/82 CHAMBLEE,GA

A/C Reg. No. N5745Y

Time (Lcl) - 1837 EST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage				
ON-DEMAND AIR TAXI	SUBSTANTIAL				
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 135	NONE	Pass	0	Serious	Minor
Accident Occurred During -LANDING		Other	0	0	0
			0	0	None
					1
					0
					0

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

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON 250-C28B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4000	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 5	Rated Power - 435 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	DECATUR,GA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CHAMBLEE,GA	
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5001/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5060
	Months Since - 18	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 326
		Last 30 Days- UNK/NR
		Last 90 Days- 75
		Rotorcraft - 5060

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE RETURNING TO REFUEL FROM AN AIR AMBULANCE FLIGHT THE HELICOPTER YAWED LEFT AND N2 DROPPED TO ABOUT 92% APPROXIMATELY ONE MILE FROM THE AIRPORT. AT 30-50 FEET WITH AIRSPEED AT ABOUT 20 KNOTS THE AIRCRAFT YAWED VIOLENTLY TO THE LEFT WITH CORRESPONDING DROPS IN N2 TO 55-60% THEN SURGED BACK TO 102-105%. THE PILOT ENTERED AUTOROTATION AND TOUCHED DOWN HARD 300 YARDS SHORT OF HIS INTENDED LANDING POINT. DETROIT DIESEL ALLISON COMMERCIAL ENGINE BULLETIN(CEB) A-73-2020 DATED 9/7/81 & REVISED 10/5/81 ADVOCATES DISARMING THE N2(ELECTRONIC) OVERSPEED CONTROL SYSTEM BECAUSE OF REPORTED INTERMITTENT AND SPURIOUS ACTIVATION OF THAT SYSTEM. THE SYSTEM WAS ONLY PARTIALLY DEACTIVATED IN COMPLIANCE WITH BELL ALERT SERVICE BULLETIN(ASB) 206L-81-24 DATED 9/11/81 DUE TO THE OPERATOR'S MAINTENANCE PERSONNEL REPORTING THAT THEY HAD NOT RECEIVED THE REFERENCED CEB AS OF THE DATE OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 12

1/02/82

CHAMBLEE, GA

A/C Reg. No. N5745Y

Time (Lc1) - 1837 EST

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

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - ERRATIC
2. SERVICE BULLETINS - NOT RECEIVED - COMPANY MAINTENANCE PSNL
3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), AIRCRAFT COMPONENT - MANUFACTURER

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

Finding(s)

4. AUTOROTATION - INITIATED - PILOT IN COMMAND

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

Finding(s)

5. LIGHT CONDITION - DARK NIGHT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 23 1/24/82 ATHENS,GA A/C Reg. No. N34975 Time (Lcl) - 1605 EST

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

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

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

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-360-A1F6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
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 - TELEPHONE	SANFORD,FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ATHENS,GA	ATHENS MUNICIPAL
Wind Dir/Speed- 280/015 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 12.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4992/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - UNK/NR
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)
PRIVATE	Current - YES	Total - 156
SE LAND	Months Since - 12	Make/Model- 154
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN ENROUTE REFUELING STOP ON 1/21 THE PILOT NOTICED FUEL LEAKING AROUND THE LEFT TANK CAP. AFTER ARRIVING AT SANFORD THE ACFT WAS REFUELED WITH APPX 50 GALS & A LOCAL FLIGHT OF ABOUT 12 MIN WAS FLOWN. THE ACFT HAS A USABLE FUEL CAPACITY OF 59 GALS. THE TANKS WERE NOT CHECKED AFTER THE LOCAL FLIGHT. ON 1/24 THE PILOT DEPARTED SANFORD FOR ATHENS,GA. HEADWINDS WERE ENCOUNTERED ENROUTE CAUSING A 30 TO 45 MIN DELAY IN ARRIVAL. WHILE DESCENDING FROM 6500 FT THE ENGINE LOST POWER. AFTER LANDING IN A SOFT MUDDY FIELD THE NOSE GEAR SHEARED & THE ACFT FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 23

1/24/82

ATHENS,GA

A/C Reg. No. N34975

Time (Lcl) - 1605 EST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND

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

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

Finding(s)

4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - WET
6. LANDING GEAR,NOSE GEAR - OVERLOAD

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) 2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 18 1/30/82 CUMBERLAND ISLAND, GA A/C Reg. No. N734YY Time (Lc1) - 1510 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - IN PERSON	ST. SIMONS ISLAND, GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CUMBERLAND ISLAND, GA	CANDLER HIGHPOINT
Wind Dir/Speed- 080/012 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 80
Cloud Conditions(1st) - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - 4000 FT UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
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 - 55
SE LAND	Months Since - 5	Make/Model- 16
	Aircraft Type - CESSNA	Instrument- 5
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE 2500 FT RUNWAY HAD TREES ON 3 SIDES. THE NORMAL PATTERN FOR LANDING WAS FROM EAST TO WEST AND DEPARTURES WERE NORMALLY FROM WEST TO EAST. A LONG, SHALLOW, TAILWIND APPROACH WAS MADE FROM THE EAST AT ABOUT 65 KNOTS. THE PILOT USED 40 DEGREES OF FLAPS AND MAINTAINED ABOUT 1400 TO 1500 RPM UNTIL AFTER LANDING. IMMEDIATELY, HE REALIZED HE HAD TOO MUCH SPEED AND CHOPPED HIS POWER. THE AIRCRAFT HIT A DIP AND LIFTED OFF THE RUNWAY. BY THIS TIME, THE PILOT WAS COMMITTED TO THE LANDING, BUT WAS UNABLE TO STOP ON THE RUNWAY. HE CONTINUED OFF THE RUNWAY AND COLLIDED WITH TREES. THE PROCEDURE FOR A SHORT FIELD LANDING WITH FULL FLAPS (40 DEGREES) IS TO HOLD 60 KNOTS UNTIL THE FLARE, REDUCE POWER TO IDLE AFTER CLEARING OBSTACLES, TOUCH DOWN ON MAIN WHEELS FIRST, APPLY HEAVY BRAKES, AND RETRACT THE FLAPS.

Brief of Accident (Continued)

File No. - 18

1/30/82

CUMBERLAND ISLAND, GA

A/C Reg. No. N734YY

Time (Lcl) - 1510 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 25 1/30/82 CONYERS,GA A/C Reg. No. N42042 Time (Lcl) - 1630 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 182L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 160/007 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

WHISPERING PINES
Runway Ident - 33
Runway Lth/Wid - 2700/ 25
Runway Surface - MACADAM
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 358
Make/Model- 358
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE DESTINATION AIRPORT IS A PRIVATE STRIP THAT IS ORIENTED ON A 150/330 DEGREE HEADING. THE NORTHWEST END IS ENCLOSED BY TALL TREES. ACCORDINGLY, MOST LANDINGS ARE MADE TOWARD THE NORTHWEST REGARDLESS OF WIND DIRECTION. THE PILOT LANDED ON RUNWAY 33 WHICH HAD A 7 TO 10 KNOT TAILWIND COMPONENT. THE AIRCRAFT FLOATED AND TOUCHED DOWN LONG. THE PILOT USED HEAVY BRAKING, BUT WAS UNABLE TO STOP ON THE REMAINING RUNWAY AND STRUCK TREES ABOUT 200 FEET BEYOND THE END OF THE RUNWAY. THE PILOT REPORTED GUSTY WINDS.

Brief of Accident (Continued)

File No. - 25 1/30/82 CONYERS,GA

A/C Reg. No. N42042

Time (Lc1) - 1630 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH OBSTRUCTION(S)
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - TAILWIND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. AIRSPEED - MISJUDGED - PILOT IN COMMAND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 21 2/08/82 STATESBORO,GA A/C Reg. No. N89047 Time (Lcl) - 1000 EST

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

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

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

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-90	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 90 HP	

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

Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - UNK/NR Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - NONE	Airport Proximity ON AIRPORT Airport Data DAVIS AIRPARK Runway Ident - 07 Runway Lth/Wid - 2200 -UNK/NR Runway Surface - GRAVEL Runway Status - DRY
--	--	--

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

Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 32 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 29 Make/Model- 15 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 THE SECOND LANDING OF A SUPERVISED SOLO FLIGHT, A GUST OF WIND PICKED UP THE RIGHT WING AND THE LEFT WING STRUCK THE GROUND. THE STUDENT PILOT APPLIED POWER WHILE INITIATING CORRECTIVE ACTION. HOWEVER, THE PLANE GROUND LOOPED AND FLIPPED OVER ON ITS BACK IN A FRESHLY TILLED AND PLANTED WHEAT FIELD BESIDE THE RUNWAY.

Brief of Accident (Continued)

File No. - 21

2/08/82

STATESBORO, GA

A/C Reg. No. N89047

Time (Lcl) - 1000 EST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 10 3/13/82 CHAMBLEE, GA A/C Reg. No. N44ER Time (Lcl) - 1408 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	1
Accident Occurred During -LANDING		Other 0	0	0	0

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DAYTONA BEACH, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ATLANTA, GA	DEKALB PEACHTREE
Wind Dir/Speed- 250/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 3500 FT BROKEN	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
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)
PRIVATE	Current - YES	Total - 79
SE LAND	Months Since - 8	Last 24 Hrs - 3
	Aircraft Type - PA-38	Make/Model- 7
		Last 30 Days- UNK/NR
		Instrument- 9
		Last 90 Days- 7
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE LOST POWER AS THE AIRCRAFT APPROACHED THE DESTINATION AIRPORT. THE PILOT WAS UNABLE TO START THE ENGINE OR GLIDE TO THE AIRPORT. WHILE ATTEMPTING TO LAND ON A ROAD, THE PILOT WAS ABLE TO AVOID ELECTRICAL WIRES; HOWEVER, THE RIGHT WING STRUCK A POLE AND THE AIRCRAFT VEERED INTO A FENCE. THE FUEL SELECTOR WAS FOUND POSITIONED TO THE LEFT TANK AND THE LEFT TANK WAS EMPTY. ONLY 4 GALLONS OF FUEL WAS FOUND IN THE RIGHT TANK. THE FUEL CAPACITY IS 40 GALLONS OF WHICH 3 GALLONS ARE UNUSABLE. FUEL STARVATION OCCURRED 3 HOURS AFTER DEPARTURE.

Brief of Accident (Continued)

File No. - 10 3/13/82 CHAMBLEE,GA

A/C Reg. No. N44ER

Time (Lc1) - 1408 EST

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

Finding(s)

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

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

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

Finding(s)

3. OBJECT - WIRE,TRANSMISSION
 4. MANEUVER - BELOW - PILOT IN COMMAND
 5. OBJECT - UTILITY POLE
 6. OBJECT - FENCE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 101 9/24/82 MAKAWAO, HI A/C Reg. No. N8656V Time (Lcl) - 1630 HST

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

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

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

Make/Model	- BELLANCA 7KCAB	Eng Make/Model	- LYCOMING IO-320	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1650	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
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
Method	- N/A	KAHULUI, HI
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 060/022 KTS	ATC/Airspace
Visibility	- 20.0 SM	Type of Flight Plan
Cloud Conditions(1st)	- 3000 FT SCATTERED	- NONE
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Approach Flown
Condition of Light	- DAYLIGHT	- NONE

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 5000	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 200	Last 30 Days - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 90
		Multi-Eng - 3300	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOR INSURANCE PURPOSES, THE OWNER NEEDED ABOUT 15 MORE HOURS IN THE TAILWHEEL AIRCRAFT BEFORE HE COULD FLY SOLO WITHOUT AN INSTRUCTOR. ON 9/24 AND 9/25, THE OWNER AND INSTRUCTOR PLANNED TO FLY THE NEEDED TIME. MAUI TOWER CONTROLLERS REPORTED THE PLANE DEPARTED TO THE SOUTHEAST TOWARD HAIKU OR MAKAWAO, HAWAII, NEAR WHERE THE OWNER LIVED. AT 1623 HST, MAUI TOWER ADVISED N8656V THAT RADAR CONTACT WAS LOST DUE TO THE PLANE'S LOCATION NEAR HALEAKALA AND N8656V RESPONDED WITH "ROGER". AT ABOUT 1630 HST, THREE KNOWN WITNESSES SAW OR HEARD THE PLANE BEFORE IT CRASHED. ONE WITNESS OBSERVED IT FLYING OVER RISING TERRAIN AT LOW ALTITUDE, AND THEN TURN LEFT. HE REPORTED THAT AS THE PLANE TURNED TOWARD A DOWNHILL HEADING, IT SUDDENLY NOSE DIVED. THE PLANE CRASHED IN A STEEP DESCENT AND BURNED. THE ELEVATION WAS 3200 FT MSL AND THE TEMPERATURE WAS 84 DEGREES. STRONG TRADE WINDS WERE REPORTED IN THE VICINITY OF THE ACCIDENT. AN EXAMINATION OF THE WRECKAGE REVEALED NO PRECRASH MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 101

9/24/82

MAKAWAO, HI

A/C Reg. No. N8656V

Time (Lcl) - 1630 HST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - RISING
5. DISTANCE - MISJUDGED - DUAL STUDENT
6. AIRSPEED - MISJUDGED - DUAL STUDENT
7. ALTITUDE - MISJUDGED - DUAL STUDENT
8. STALL - INADVERTENT - DUAL STUDENT
9. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT
10. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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) 5,6,7,8,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 173 2/07/82 WASHINGTON, IA A/C Reg. No. N2501N Time (Lcl) - 1525 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-38
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/008 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

WASHINGTON MUNICIPAL
Runway Ident - 17
Runway Lth/Wid - 2700/ 50
Runway Surface - CONCRETE
Runway Status - ICE
SNOW - CRUSTED

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

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

Age - 18
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	16	Last 24 Hrs	0
Make/Model-	16	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT BEGAN TAKING OFF ON RUNWAY 17 WITH A RIGHT QUARTERING HEADWIND. THERE WAS SNOW AND ICE ON THE RUNWAY. DURING THE TAKEOFF ROLL, THE AIRCRAFT STARTED TOWARD THE LEFT AND THE PILOT ADDED RIGHT RUDDER FOR DIRECTIONAL CONTROL. THE AIRCRAFT CONTINUED OFF THE SIDE OF THE RUNWAY. IT CONTACTED A SNOWBANK WHICH RESULTED IN SUBSTANTIAL DAMAGE TO THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 173

2/07/82

WASHINGTON, IA

A/C Reg. No. N2501N

Time (Lc1) - 1525 CST

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

Finding(s)

1. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

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

-----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. - 157 2/15/82 DES MOINES, IA A/C Reg. No. N44710 Time (Lcl) - 1830 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-28-151
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 130/003 KTS
Visibility - 2.0 SM
Cloud Conditions(1st) - 12000 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
CLARKSVILLE, TN
Destination
WEBSTER CITY IA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

DES MOINES MUNI
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - TOWER
Type Approach Flown - ILS - COMPLETE

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 900
Make/Model- 649
Instrument- 78
Multi-Eng - 28
Last 24 Hrs - 4
Last 30 Days- 13
Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT HAD NOT BEEN REFUELED AFTER A PREVIOUS FLIGHT OF ABOUT ONE HOUR. THE PILOT VISUALLY CHECKED THE FUEL AND ESTIMATED 41 GALLONS REMAINING. HE BELIEVED THAT HE HAD ABOUT 5.2 HOURS OF FUEL. DURING AN IFR FLIGHT, HE DIVERTED FOR AN ENROUTE FUEL STOP WITH WHAT HE THOUGHT WAS MORE THAN SUFFICIENT FUEL. HOWEVER, THE ENGINE STOPPED OPERATING ABOUT 4.5 MILES FROM THE AIRPORT. THE PILOT MAKE A FORCED LANDING ON AN INTERSTATE HIGHWAY AFTER ABOUT 4.3 HOURS OF FLIGHT TIME. DURING THE LANDING ROLL, THE WINGS HIT METAL REFLECTORS AT THE END OF A BRIDGE. AN INVESTIGATION REVEALED BOTH FUEL TANKS WERE EMPTY. THE PILOT STATED THAT HE HAD A CONSIDERABLE AMOUNT OF TIME IN THE PIPER PA-28, BUT HIS TIME IN A WARRIOR WAS MORE LIMITED.

Brief of Accident (Continued)

File No. - 157

2/15/82

DES MOINES, IA

A/C Reg. No. N44710

Time (Lcl) - 1830 CST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

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

Finding(s)

4. WEATHER CONDITION - HAZE
5. LIGHT CONDITION - DARK NIGHT
6. OBJECT - OBJECT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 94 2/21/82 MONONA, IA A/C Reg. No. N9958U Time (Lc1) - 1600 CST

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

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

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

Make/Model - GRUMMAN AA-5A	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
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	WINONA, MN	MONONA MUNICIPAL
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 120
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - WET
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 - YES	Total - 92
SE LAND	Months Since - 12	Last 24 Hrs - 3
	Aircraft Type - PA-28	Make/Model- 7
		Last 30 Days- 7
		Instrument- 2
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TAXIED TO THE SOUTH END OF THE RUNWAY TO DEPART WITH THREE PASSENGERS. HE BEGAN A SOFT FIELD TAKEOFF ROLL ON A SOFT, WET RUNWAY WITH 10 DEGREES OF FLAPS. THE NOSE WHEEL WAS LIFTED OFF EARLY. IT WAS HELD OFF AS THE PLANE ACCELERATED. THE PILOT REPORTED REACHING AN AIRSPEED THAT WAS NOT HIGH ENOUGH. THE PLANE LIFTED OFF, BUT SETTLED BACK TO THE GROUND. THE PILOT INITIATED AN ABORT BY REDUCING THE POWER TO IDLE AND APPLYING BRAKES. THE PLANE RAN OFF THE END OF THE RUNWAY, WENT THROUGH A DITCH, AND CAME TO REST ON A ROAD. THE NOSE AND RIGHT MAIN GEAR SEPARATED. THE PROPELLER, LOWER COWLING, AND RIGHT WING WERE DAMAGED.

Brief of Accident (Continued)

File No. - 94

2/21/82

MONONA, IA

A/C Reg. No. N9958U

Time (Lcl) - 1600 CST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - DITCH

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD
7. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 170 2/21/82 TIPTON, IA A/C Reg. No. N64998 Time (Lcl) - 1400 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1675
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/007 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

MATHEWS MEMORIAL
Runway Ident - 29
Runway Lth/Wid - 3000/ 60
Runway Surface - CONCRETE
Runway Status - DRY

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

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

Age - 24
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 54 Last 24 Hrs - 2
Make/Model- 54 Last 30 Days- UNK/NR
Instrument- 3 Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT SAID THAT HE WAS ON THE TAKEOFF ROLL WHEN THE AIRCRAFT VEERED LEFT AND COLLIDED WITH A SNOWBANK BESIDE THE RUNWAY. HE REPORTED THAT THE RUNWAY WAS CLEAR AND DRY, AND THE WIND WAS NOT A FACTOR.

Brief of Accident (Continued)

File No. - 170

2/21/82

TIPTON, IA

A/C Reg. No. N64998

Time (Lcl) - 1400 CST

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

Finding(s)

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

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 166 2/23/82 CARROLL,IA A/C Reg. No. N363VA Time (Lcl) - 1830 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-60/601P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-P1A5
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 290 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 045/015 KTS
Visibility - 1.0 SM
Cloud Conditions(1st) - 600 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
KANSAS CITY,MO
Destination
SAC CITY,IA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Approach Flown - NDB

Airport Proximity
ON AIRPORT

Airport Data

ARTHUR N. NEU
Runway Ident - 31
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - PA 23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 10798
Make/Model-	22
Instrument-	UNK/NR
Multi-Eng	- 1690
Last 24 Hrs	- 4
Last 30 Days-	UNK/NR
Last 90 Days-	104

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ON A FLIGHT FROM KANSAS CITY, MO TO SAC CITY, IA. AFTER MAKING AN APPROACH AT SAC CITY, HE WENT AROUND, DIVERTED, AND MADE AN NDB APPROACH AT CARROLL, IA. HE SAID THAT HE ENCOUNTERED ICING CONDITIONS DURING THE APPROACHES. AT CARROLL, THE PILOT LANDED WITH A CROSSWIND AT 15 GUSTING 25 KNOTS. WHILE LANDING, THE AIRCRAFT STALLED AND TOUCHED DOWN HARD. THE PILOT REPORTED THAT THERE WAS A SMALL AMOUNT OF ICE ON THE WINGS AFTER LANDING. THE AIRCRAFT HAD ICING EQUIPMENT INSTALLED, BUT WAS NOT CERTIFICATED FOR FLIGHT IN KNOWN ICING CONDITIONS. DAMAGE TO THE WINGS WAS NOT DISCOVERED UNTIL 3/8/82.

Brief of Accident (Continued)

File No. - 166

2/23/82

CARROLL,IA

A/C Reg. No. N363VA

Time (Lcl) - 1830 CST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - ICING CONDITIONS
5. WING - ICE
6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
7. WEATHER CONDITION - CROSSWIND
8. WEATHER CONDITION - GUSTS

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 196 2/25/82 JEROME, ID A/C Reg. No. N3561G Time (Lc1) - 2145 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 181 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 040/016 KTS
Visibility - 40.0 SM
Cloud Conditions(1st) - 15000 FT BROKEN
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
HAILEY, ID
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

JEROME
Runway Ident - 08
Runway Lth/Wid - 3200/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

GLIDER

Age - 23
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1495 Last 24 Hrs - 2
Make/Model- 110 Last 30 Days- 35
Instrument- 100 Last 90 Days- 80
Multi-Eng - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT WAS PRACTICING NIGHT LANDINGS UNDER SUPERVISION OF AN INSTRUCTOR. THERE WAS A 40 DEGREE LEFT CROSS-WIND PREVAILING AT 16 KNOTS. WHILE LANDING, THE AIRCRAFT BOUNCED AND DRIFTED RIGHT. THE INSTRUCTOR THOUGHT THERE WAS PLENTY OF ROOM, SO HE DID NOT ASSUME CONTROL OF THE PLANE. HOWEVER, DURING THE NEXT TOUCHDOWN, THE PLANE STRUCK A SNOWBANK. THE SNOWBANK WAS PARALLEL TO THE RUNWAY AND WAS LOCATED ABOUT 20 FT INSIDE OF THE RUNWAY LIGHTS.

Brief of Accident (Continued)

File No. - 196

2/25/82

JEROME, ID

A/C Reg. No. N3561G

Time (Lc1) - 2145 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 3. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
 7. CLEARANCE - MISJUDGED - PILOT IN COMMAND(CFI)
-

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

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

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. - 72 1/06/82 PAXTON, IL A/C Reg. No. N4900L Time (Lcl) - 1015 CST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-A2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - TELEPHONE	RANTOUL, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PAXTON, IL	PAXTON MUNICIPAL
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 5.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3400/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	Runway Surface - MACADAM
Cloud Conditions(2nd) - NONE	Type Approach Flown - PRACTICE	Runway Status - SNOW - DRY
Obstructions to Vision- FOG	VISUAL STRAIGHT-IN	
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)
COMMERCIAL, CFI	Current - YES	Total - 4247
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 193
	Aircraft Type - UNK/NR	Instrument- 636
		Multi-Eng - 3644
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE STUDENT'S LAST LANDING, THE LANDING GEAR STRUCK A SNOWBERM AT THE APPROACH END OF THE RUNWAY. REPORTEDLY, THE BERM COULD NOT BE SEEN FROM THE AIR. AFTER HITTING THE BERM, THE INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT AND COMPLETED THE LANDING. AN EXAMINATION REVEALED DAMAGE TO THE PROPELLER AND LANDING GEAR BOX FRAMES.

Brief of Accident (Continued)

File No. - 72

1/06/82

PAXTON, IL

A/C Reg. No. N4900L

Time (Lc1) - 1015 CST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. ALTITUDE - MISJUDGED - DUAL STUDENT
3. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 154 1/08/82 PEORIA, IL A/C Reg. No. N6265P Time (Lcl) - 1110 CST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
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 - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	MOUNT HAWLEY
Wind Dir/Speed- 230/011 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 60
Cloud Conditions(1st) - 25000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - SNOW		
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 - 0
	Aircraft Type - N/A	Make/Model- 20
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE STUDENT TOOKOFF WITHOUT HIS INSTRUCTOR'S APPROVAL. HE INITIATED A TAKEOFF ROLL ON RUNWAY 35 WITH THE WIND FROM 230 DEGREES AT 11 KNOTS. HE STATED THAT THE WIND SHIFTED AND CAUGHT HIM FROM BEHIND AS HE WAS ABOUT TO LIFT OFF. DIRECTIONAL CONTROL WAS LOST DURING ROTATION. THE PILOT ACCIDENTLY HIT THE LEFT BRAKE AND THE PLANE VEERED TO THE LEFT. THE NOSE GEAR FAILED WHEN THE AIRCRAFT HIT SNOW COVERED TERRAIN BESIDE THE RUNWAY. THERE WAS NO INDICATION OF A WINDSHIFT AT THE NEAREST WEATHER REPORTING STATION.

Brief of Accident (Continued)

File No. - 154

1/08/82

PEORIA,IL

A/C Reg. No. N6265P

Time (Lc1) - 1110 CST

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

Finding(s)

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

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

Finding(s)

6. TERRAIN CONDITION - SNOW COVERED

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 61 2/06/82 PEORIA, IL A/C Reg. No. N8510S Time (Lcl) - 1330 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
Accident Occurred During -LANDING		Other	0	0	0
					None
					1
					1
					0

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

Make/Model - CESSNA 182H	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
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	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	MOUNT HAWLEY AUX.
Wind Dir/Speed- 240/009 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2850/ 60
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - MACADAM
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - SNOW - COMPACTED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 34
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 17
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER OF THE AIRCRAFT WAS A STUDENT PILOT. ANOTHER PERSON, WHO WAS A PRIVATE PILOT, STATED THAT HE WAS INVITED TO RIDE ALONG. THE PRIVATE PILOT REPORTED THAT HE WAS UNAWARE THAT THE AIRCRAFT OWNER WAS NOT A CERTIFICATED PILOT. AFTER RETURNING FROM A LOCAL FLIGHT, THE OWNER/STUDENT PILOT MADE A CROSSWIND LANDING ON A SNOW-PACKED RUNWAY WITH SLICK PATCHES. AFTER TOUCHDOWN, THE AIRCRAFT SLID ON THE SLIPPERY SURFACE. THE LEFT MAIN GEAR STRUCK A 3-FOOT HIGH, WINDROWED SNOWBANK ALONG THE LEFT EDGE OF THE RUNWAY. THE CROSSWIND WAS GUSTING TO 15 KNOTS.

Brief of Accident (Continued)

File No. - 61

2/06/82

PEORIA, IL

A/C Reg. No. N8510S

Time (Lc1) - 1330 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 97 2/08/82 MATTOON,IL A/C Reg. No. N8282Z Time (Lcl) - 1800 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - PIPER PA-28R-201
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C6
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 090/004 KTS
Visibility - 1.0 SM
Cloud Conditions(1st) - 1500 FT BROKEN
Cloud Conditions(2nd) - 2500 FT OVERCAST
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
FLORA,IL
Destination
MATTOON,IL

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Approach Flown - ILS - COMPLETE
VOR/TVOR

Airport Proximity
ON AIRPORT

Airport Data

COLES COUNTY
Runway Ident - 29
Runway Lth/Wid - 6500/ 150
Runway Surface - CONCRETE
Runway Status - SNOW - DRY

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3357
Make/Model- 261
Instrument- 643
Multi-Eng - 1411
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOKOFF WITH AN INOPERATIVE LANDING LIGHT. AFTER ARRIVING AT THE DESTINATION, IT WAS DARK AND SNOWING, AND THE VISIBILITY WAS ABOUT ONE MILE. AIRPORT PERSONNEL WERE REMOVING SNOW FROM THE LIGHTS ON RUNWAY 11/29. SNOW HAD BEEN CLEARED FROM THE LIGHTS ALONG THE NORTH SIDE OF THE RUNWAY. ON THE SOUTH SIDE OF RUNWAY 29, THE CREW HAD PROGRESSED FROM THE THRESHOLD TO THE 11TH LIGHT. THEY REPORTED BEING IN RADIO CONTACT WITH N8282Z AND ANOTHER AIRCRAFT. THEY NOTIFIED THE AIRCRAFT OF THEIR POSITION WITH A SNOW PLOW OFF TO THE SIDE OF THE RUNWAY. THE PILOT MADE AN ILS APPROACH. HE REPORTED SEEING LIGHTS ONLY ON THE RIGHT SIDE OF THE RUNWAY. HE STATED THAT HE WENT OVER THE SNOW PLOW AND USED THE LIGHTS ON THE SIDE AS A REFERENCE TO LAND. DURING THE FLARE THE TOUCHDOWN, THE AIRCRAFT HIT A SNOWBANK ABOUT 1000 FT BEYOND THE SNOW PLOW.

Brief of Accident (Continued)

File No. - 97

2/08/82

MATTOON, IL

A/C Reg. No. N8282Z

Time (Lc1) - 1800 CST

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

Finding(s)

1. LANDING LIGHT - INOPERATIVE
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
5. WEATHER CONDITION - SNOW
6. LIGHT CONDITION - DARK NIGHT
7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
8. PROPER ALIGNMENT - MISJUDGED - PILOT IN COMMAND

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 69 2/10/82 URBANA,IL A/C Reg. No. N2256G Time (Lcl) - 1400 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - SIKORSKY UH-19B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 7200
No. of Seats - 4

Eng Make/Model - WRIGHT R-1300
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 180/005 KTS
Visibility - 12.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOMER,IL
Destination
URBANA,IL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

RESTRICTED HELIPORT
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - CONCRETE
Runway Status - SNOW - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE,COMMERCIAL
SE LAND
HELICOPTER

Age - 48

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 561	Last 24 Hrs	- 0
Make/Model	- 53	Last 30 Days	- UNK/NR
Instrument	- 12	Last 90 Days	- 38
Multi-Eng	- 64	Rotorcraft	- 291

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND A MEDICAL ATTENDANT WERE ON A FLIGHT TO URBANA TO MAKE A MEDICAL EVACUATION. THE PILOT STATED THAT JUST PRIOR TO TOUCHDOWN, THE HELICOPTER BEGAN TO ROTATE TO THE LEFT. HE REPORTED THAT HE LANDED IMMEDIATELY, CUT THE POWER, AND STOPPED THE ROTATION OF THE MAIN ROTOR AS QUICKLY AS POSSIBLE AFTER TOUCHDOWN. DURING THE LANDING, A MAIN ROTOR BLADE HIT THE TAIL CONE AND TAIL ROTOR DRIVE SHAFT, AND FLYING PARTS STRUCK THE FUSELAGE.

Brief of Accident (Continued)

File No. - 69

2/10/82

URBANA,IL

A/C Reg. No. N2256G

Time (Lc1) - 1400 CST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. ROTORCRAFT 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 43 2/14/82 DWIGHT,IL

A/C Reg. No. N8252V

Time (Lcl) - 1300 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-O3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 200 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 160/015 KTS

Visibility - 6.0 SM

Cloud Conditions(1st) - 10000 FT BROKEN

Cloud Conditions(2nd) - 25000 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHICAGO,IL

Destination

DWIGHT,IL

Airport Proximity

ON AIRPORT

Airport Data

DWIGHT

Runway Ident - 27

Runway Lth/Wid - 2368/ 100

Runway Surface - ASPHALT

Runway Status - ICE

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 74

Make/Model- 4

Instrument- 2

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING THE AIRCRAFT ENCOUNTERED ICE ON THE RUNWAY. THE PILOT APPLIED BRAKES, SWERVED LEFT, AND COLLIDED WITH A SNOWBANK.

Brief of Accident (Continued)

File No. - 43

2/14/82

DWIGHT, IL

A/C Reg. No. N8252V

Time (Lc1) - 1300 CST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

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

Finding(s)

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

-----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) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 57 2/15/82 MONEE,IL

A/C Reg. No. N56979

Time (Lcl) - 1015 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - PIPER PA-28-151
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

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

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

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

Weather Data

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

Wind Dir/Speed- 225/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 6000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

SANGER
Runway Ident - 27
Runway Lth/Wid - 2100/ 35
Runway Surface - ASPHALT
Runway Status - SNOW - WET
SNOW - COMPACTED

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 89
Make/Model- 79
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT BEGAN HIS TAKEOFF AT THE APPROACH END OF RUNWAY 27. HE STATED THAT THE AIRCRAFT ROLLED STRAIGHT FOR 700 FT, THEN AT ABOUT 55 MPH (LIFT-OFF SPEED), THE PLANE VEERED LEFT INTO A SNOWBANK. THE RUNWAY WAS 35 FT WIDE AND WAS REPORTED TO HAVE HAD FROZEN RIDGES LEFT OVER FROM SNOW PLOWING OPERATIONS.

Brief of Accident (Continued)

File No. - 57

2/15/82

MONEE, IL

A/C Reg. No. N56979

Time (Lc1) - 1015 CST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
 5. WEATHER CONDITION - UNFAVORABLE WIND
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 55 2/15/82 EAST SAINT LOUIS, IL A/C Reg. No. N7511L Time (Lcl) - 2203 CST

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

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

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

Make/Model - PIPER PA-31-310	Eng Make/Model - LYCOMING TIO-540-A2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 6500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 8	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - RADIO	PADUCAH, KY	
Completeness - SELF	Destination	Airport Data
Basic Weather - VMC	EAST SAINT LOUIS, IL	BI-STATE PARKS
Wind Dir/Speed- 110/005 KTS		Runway Ident - 30
Visibility - 4.0 SM	ATC/Airspace	Runway Lth/Wid - 5499/ 100
Cloud Conditions(1st) - 1000 FT SCATTERED	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 1600 FT OVERCAST	Type of Clearance - RADAR ADVISORIES	Runway Status - DRY
Obstructions to Vision- FOG	Type Approach Flown - ILS - COMPLETE	
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 15000
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 1	Make/Model- 400
HELICOPTER, GYROPLANE	Aircraft Type - UNK/NR	Instrument- 2150
GLIDER		Multi-Eng - 13000
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 200
		Rotorcraft - 2100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCREW DID NOT KEY THE APPROACH LIGHTS ON DURING THE FIRST ILS APPROACH AT NIGHT. THEREFORE, A MISSED APPROACH WAS MADE. ON THE SECOND APPROACH, THE LEAD-IN LIGHTS WERE VISIBLE FROM OVER ONE MILE. HOWEVER, THE VISIBILITY WAS MUCH WORSE AT TOUCHDOWN, WHICH WAS ON THE LEFT SIDE OF THE RUNWAY. THE LEFT MAIN GEAR ENCOUNTERED SNOW AT THE EDGE OF THE RUNWAY AND THE AIRCRAFT SWERVED LEFT INTO A SNOWBANK. THE SNOWBANKS WERE ABOUT 4 FEET HIGH AND WERE LOCATED APPROXIMATELY 10 FEET OUTSIDE OF THE RUNWAY LIGHTS. THE PILOT REPORTED THAT THERE WERE NO NOTAMS CONCERNING THE SNOWBANKS. THE 2221 CST WEATHER OBSERVATION AT ST. LOUIS WAS TAKEN ABOUT 15 MILES AWAY AND INDICATED VISUAL METEOROLOGICAL CONDITIONS. HOWEVER, THE PILOT REPORTED THE VISIBILITY WAS VARIABLE BETWEEN 1/2 AND 3 MILES.

Brief of Accident (Continued)

File No. - 55

2/15/82

EAST SAINT LOUIS, IL

A/C Reg. No. N7511L

Time (Lc1) - 2203 CST

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

Finding(s)

1. NOTAMS - NOT ISSUED - AIRPORT PERSONNEL
2. WEATHER CONDITION - FOG
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT OBTAINED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - SNOWBANK

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

Finding(s)

7. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 74 2/19/82 ROSELLE, IL A/C Reg. No. N210GL Time (Lcl) - 1815 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

Eng Make/Model - CONTINENTAL O-300-C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

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

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

Weather Data

Wx Briefing - PATWAS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - UNK/NR
Wind Dir/Speed- 240/008 KTS
Visibility - 11.0 SM
Cloud Conditions(1st) - OBSCURED OBSCURED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
ROSELLE, IL
Destination
PLAINFIELD, IL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

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

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

Age - 29
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 120
Last 24 Hrs - 5
Make/Model- 13
Last 30 Days- UNK/NR
Instrument- 7
Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE PILOT NOTED A PARTIAL LOSS OF POWER. HE TURNED BACK TOWARD THE AIRPORT AND TURNED THE CARBURETOR HEAT ON; HOWEVER, THE CARBURETOR HEAT DID NOT SEEM TO HELP. THE FUEL SELECTOR WAS SWITCHED FROM BOTH TANKS TO THE RIGHT TANK, AND THIS DID NOT HELP. THERE WAS INSUFFICIENT ALTITUDE AND ENGINE POWER TO RETURN TO THE AIRPORT. A FORCED LANDING WAS MADE IN A FIELD COVERED WITH SNOW. THE PILOT REPORTED THAT THE FIELD APPEARED TO BE FLAT AND LIGHTLY COVERED WITH SNOW; HOWEVER, THERE WAS A RUT IN THE FIELD ABOUT 30 TO 36 INCHES DEEP. THE AIRCRAFT ENCOUNTERED DEEP SNOW, THE NOSE GEAR COLLAPSED, AND THE PLANE FLIPPED OVER. THE PILOT SUSPECTED POSSIBLE CARBURETOR ICE; HOWEVER, THIS WAS NOT VERIFIED. NO PRE-IMPACT, MECHANICAL MALFUNCTION OR FAILURE WAS REPORTED.

Brief of Accident (Continued)

File No. - 74

2/19/82

ROSELLE, IL

A/C Reg. No. N210GL

Time (Lc1) - 1815 CST

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

Finding(s)
1. UNDETERMINED

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

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

Finding(s)
2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
3. TERRAIN CONDITION - DITCH
4. TERRAIN CONDITION - SNOW COVERED

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

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

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) 1

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 36 2/19/82 ST. CHARLES, IL A/C Reg. No. N1847X Time (Lcl) - 1540 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		Other 0	0	0	0

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

Make/Model	- BEECH 58	Eng Make/Model	- CONTINENTAL IO-520-C8	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6100	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method	- IN PERSON	ST. CHARLES, IL	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- IMC	PONTIAC, MI	PONTIAC-OAKLAND
Wind Dir/Speed	- 290/016 KTS	ATC/Airspace	Runway Ident
Visibility	- 2.0 SM	Type of Flight Plan	- 27
Cloud Conditions(1st)	- 600 FT OVERCAST	Type of Clearance	- 6200 -UNK/NR
Cloud Conditions(2nd)	- UNK/NR	Type Approach Flown	- CONCRETE
Obstructions to Vision	- FOG	ILS - BACKCOURSE	Runway Status
Precipitation	- NONE		- SNOW - DRY
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 - UNK/NR	Total - 1249	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 67	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 119	Last 90 Days - 6
		Multi-Eng - 788	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN IFR APPROACH THE PILOT STATED HE PICKED UP ABOUT 1/2 TO 1 INCH OF ICE ON THE LEADING EDGE OF THE WINGS AFTER ACTIVATING ALL ICING EQUIPMENT. AFTER BREAKING OUT OF THE CLOUDS THE PILOT DESCENDED WITH FULL FLAPS AT 110 TO 115 KNOTS. HE BEGAN TO FLARE AND NOTICED SOME MUSHINESS AND THAT THE AIRSPEED HAD DROPPED TO 100 KNOTS. THE AIRCRAFT STALLED FROM ABOUT 15 FEET.

Brief of Accident (Continued)

File No. - 36

2/19/82

ST. CHARLES, IL

A/C Reg. No. N1847X

Time (Lcl) - 1540 EST

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

Finding(s)
1. WEATHER CONDITION - ICING CONDITIONS

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

Finding(s)
2. WING - ICE
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 32 2/21/82 PLAINFIELD, IL

A/C Reg. No. N6112Q

Time (Lcl) - 1012 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL - SOLO

Flight Conducted Under - 14 CFR 91

Accident Occurred During - TAKEOFF

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 340/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

CLOW INTL AIRPORT
Runway Ident - 36
Runway Lth/Wid - 3400/ 50
Runway Surface - ASPHALT
Runway Status - ICE

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

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

Age - 36
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 21
Make/Model- 21
Instrument- 1
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT DURING TAKEOFF ROLL THE AIRCRAFT BEGAN TO DRIFT LEFT. RIGHT RUDDER DID NOT CORRECT THE DRIFT AND THE LEFT WHEEL CONTACTED SNOW ON THE SIDE OF THE RUNWAY CAUSING DRAG ON THE AIRCRAFT. THE AIRCRAFT NOSED OVER AS IT DEPARTED THE RUNWAY.

Brief of Accident (Continued)

File No. - 32

2/21/82

PLAINFIELD, IL

A/C Reg. No. N6112Q

Time (Lcl) - 1012 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. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
4. ABORTED TAKEOFF - 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) 1,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 62 2/01/82 ANDERSON, IN A/C Reg. No. N5400G Time (Lc1) - 1130 EST

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

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

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

Make/Model - GRUMMAN 1159	Eng Make/Model - ROLLS ROYCE SPEY 511-8	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 62000	Engine Type - TURBOJET	Weather Radar - YES
No. of Seats - 14	Rated Power - 11400 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CHICAGO, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ANDERSON, IN	ANDERSON MUNICIPAL
Wind Dir/Speed- 210/003 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5400/ 100
Cloud Conditions(1st) - 1800 FT OVERCAST	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - SNOW - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - UNK/NR	Total - 9814
ME LAND	Months Since - UNK/NR	Make/Model- 2498
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE THE AIRCRAFT ARRIVED, THE SNOW COVERED RUNWAY WAS PLOWED. A CESSNA 182 PILOT PREVIOUSLY REPORTED THE BRAKING ACTION AS FAIR TO POOR. THE AIRCREW DECIDED TO LAND AS CLOSE TO THE APPROACH END AS POSSIBLE. THE PILOT REPORTED THAT HE HAD NOT BEEN ADVISED BY NOTAM, TOWER, OR FBO OF A SNOWBANK WHICH WAS AT THE THRESHOLD. HE STATED THAT THE GROUND WAS WHITE FROM SNOW AND THAT THE SNOWBANK WAS NOT DISTINGUISHABLE. BOTH MAIN GEAR WENT THROUGH THE SNOWBANK. THE LEFT GEAR FAILED WHICH ALLOWED THE LEFT WING TO SETTLE TO THE GROUND AS THE LANDING CONTINUED.

Brief of Accident (Continued)

File No. - 62

2/01/82

ANDERSON, IN

A/C Reg. No. N5400G

Time (Lc1) - 1130 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
 2. NOTAMS - NOT ISSUED - AIRPORT PERSONNEL
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

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

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) 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. - 59 2/03/82 INDIANAPOLIS, IN A/C Reg. No. N2777B Time (Lcl) - 0325 EST

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

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

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

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON 250-C28	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4150	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 4	Rated Power - 420 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 2800 FT OVERCAST	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2646
SE LAND, ME LAND	Months Since - 1	Make/Model- 10
HELICOPTER	Aircraft Type - B-206	Instrument- 289
		Multi-Eng - 193
		Last 24 Hrs - 0
		Last 30 Days- 5
		Last 90 Days- 15
		Rotorcraft - 2335

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ENGINE LOST POWER DURING A NIGHT FLIGHT WHILE ENROUTE TO OBTAIN FUEL. THE LOW RPM AUDIO AND WARNING LIGHT WERE NOTED WHEN THE LOSS OF POWER OCCURRED. THE PILOT ENTERED AN AUTOROTATIVE DESCENT AND TURNED TO LAND ON AN INTERSTATE HIGHWAY. AS HE STARTED TO DECELERATE FOR LANDING, POWER LINES BECAME VISIBLE IN HIS FLIGHT PATH. HE DUMPED THE NOSE AND DOVE UNDER THE POWER LINES, THEN FLARED AND TOUCHED DOWN AT ABOUT 25 TO 30 MPH. DURING THE LAST PART OF A GROUND SLIDE, THE MAIN ROTOR STRUCK A POLE FOR AN OVERHEAD SIGN AND A SPEED LIMIT SIGN. NO PRE-ACCIDENT ENGINE FAILURES WERE FOUND.

Brief of Accident (Continued)

File No. - 59

2/03/82

INDIANAPOLIS, IN

A/C Reg. No. N2777B

Time (Lcl) - 0325 EST

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

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. AUTOROTATION - INITIATED - PILOT IN COMMAND

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

Finding(s)

- 3. LIGHT CONDITION - DARK NIGHT
- 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
- 5. MANEUVER - PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 60 2/07/82 GREENCASTLE, IN A/C Reg. No. N7804U Time (Lcl) - 1645 EST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	DECATUR, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	GREENCASTLE, IN	PUTNAM COUNTY
Wind Dir/Speed- 230/014 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - 3200 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - UNK/NR	Runway Surface - MACADAM
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - SNOW - 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)
STUDENT	Current - N/A	Total - 39
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 39
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT ARRIVED AT THE AIRPORT ON A CROSS-COUNTRY FLIGHT AND REQUESTED LANDING ADVISORIES ON THE UNICOM FREQUENCY. THE STUDENT STATED THAT SOMEBODY REPLIED THAT RUNWAY 18 WAS IN USE. BEFORE LANDING, THE PILOT OVERFLEW THE AIRPORT 4 TIMES. TWO OF THESE WERE LOW PASSES. THE PILOT NOTED TIRE TRACKS WHICH HE ESTIMATED WERE ABOUT ONE INCH DEEP. HOWEVER, THE RUNWAY WAS COVERED WITH 8 TO 10 INCHES OF SNOW. THE PILOT MADE A SOFT FIELD LANDING. DURING THE LANDING ROLL, THE AIRCRAFT SLOWLY NOSED OVER AFTER IT HAD DECELERATED AND WAS ALMOST STOPPED. THE LATEST SNOWFALL HAD OCCURRED ABOUT 5 DAYS BEFORE THE ACCIDENT. THE RUNWAY HAD NOT BEEN PLOWED AFTER THE SNOWFALL NOR HAD THE NEAREST FLIGHT SERVICE STATION BEEN INFORMED OF THE RUNWAY CONDITION. NO AIRPORT PERSONNEL HAD MADE TRANSMISSIONS ON THE UNICOM JUST PRIOR TO THE ACCIDENT. HOWEVER, THERE WERE SEVERAL AIRPORTS IN THE AREA THAT HAD NORTH-SOUTH RUNWAYS AND UTILIZED THE SAME UNICOM FREQUENCY.

Brief of Accident (Continued)

File No. - 60

2/07/82

GREENCASTLE, IN

A/C Reg. No. N7804U

Time (Lcl) - 1645 EST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. AIRPORT SNOW REMOVAL - NOT PERFORMED - AIRPORT PERSONNEL
3. NOTAMS - SELECTED - AIRPORT PERSONNEL
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 34 2/08/82 VALPARAISO, IN A/C Reg. No. N2203B Time (Lcl) - 1400 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 090/004 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PORTER COUNTY
Runway Ident - 09
Runway Lth/Wid - 6000/ 150
Runway Surface - ASPHALT
Runway Status - DRY
ICE

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

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

Age - 28
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Instrument Rating(s) - NONE

-----Narrative-----

THE RIGHT WING WAS OBSERVED RISING AND LEFT WING STRIKING THE RUNWAY DURING THE STUDENT PILOT'S THIRD TOUCH AND GO ON AN INITIAL SOLO FLIGHT. WHEN THE MAIN GEAR SETTLED ON TO THE RUNWAY THE RIGHT WING AGAIN LIFTED INTO THE AIR AND THE LEFT WING STRUCK A SNOWBANK ON THE SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 34

2/08/82

VALPARAISO, IN

A/C Reg. No. N2203B

Time (Lcl) - 1400 CST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
4. TOUCH AND GO LANDING - SELECTED - PILOT IN COMMAND

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

Finding(s)

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

-----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) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 54 2/14/82 LEBANON, IN A/C Reg. No. N24007 Time (Lcl) - 1105 EST

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

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

-----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 - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	BOONE COUNTY
Wind Dir/Speed- 190/015 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 30
Cloud Conditions(1st) - 10000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - ICE
Obstructions to Vision- HAZE		SNOW - CRUSTED
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,CFI	Current - YES	Total - 2341
SE LAND	Months Since - 17	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 525
		Instrument- 91
		Last 30 Days- UNK/NR
		Last 90 Days- 31
		Multi-Eng - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE INSTRUCTOR WAS DEMONSTRATING RECOVERY PROCEDURES FROM A LOW APPROACH, THE MAIN GEAR STRUCK SNOW ON A SMALL RISE ABOUT 400 FEET SHORT OF THE RUNWAY. SUBSEQUENTLY, THE PILOT WAS FORCED TO LAND IN ABOUT 18 INCHES OF SNOW AND THE GEAR FAILED. THE INSTRUCTOR STATED THAT HIS OUTSIDE REFERENCES WERE ERODED BY THE SUN REFLECTING THROUGH A THIN OVERCAST ON AN ALL WHITE ENVIRONMENT OF SNOW COVERED TERRAIN. HE ALSO SAID THERE WAS A SLIGHT HAZE REFLECTION NEAR THE GROUND WHEN FACING SOUTH. THE INSTRUCTOR WAS NOT WEARING COLORED GLASSES AT THE TIME.

Brief of Accident (Continued)

File No. - 54 2/14/82 LEBANON,IN

A/C Reg. No. N24007

Time (Lc1) - 1105 EST

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

Finding(s)

1. WEATHER CONDITION - WHITEOUT
2. LIGHT CONDITION - SUNGLARE
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED

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

Finding(s)

6. LANDING GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 53 2/15/82 FORT WAYNE, IN

A/C Reg. No. N757FX

Time (Lcl) - 1029 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL - SOLO

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - CESSNA 152(II)

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-62C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/YES

Stall Warning System - UNK/NR

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/012 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 9000 FT BROKEN

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - TOWER

Type Approach Flown - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

FORT WAYNE MUNI.

Runway Ident - 22

Runway Lth/Wid - 9000/ 150

Runway Surface - CONCRETE

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 35

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 28 Last 24 Hrs - 2

Make/Model- 10 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT WAS ON HIS SIXTH TOUCH-AND-GO LANDING WHEN THE MISHAP OCCURRED. AFTER LANDING AND BEFORE ADDING POWER TO TAKEOFF, HE LOOKED INTO THE COCKPIT TO RETRACT THE FLAPS AND REMOVE CARBURETOR HEAT. DURING THIS TIME, THE STUDENT LOST DIRECTIONAL CONTROL AND THE AIRCRAFT VEERED INTO A SNOWBANK.

Brief of Accident (Continued)

File No. - 53

2/15/82

FORT WAYNE, IN

A/C Reg. No. N757FX

Time (Lc1) - 1029 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 USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. 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

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. - 58 2/20/82 HUNTINGTON, IN A/C Reg. No. N291T Time (Lcl) - 1930 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire - NONE

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

Make/Model - BEECH 56TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5990
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 280/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - 8000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (BRIGHT)

Itinerary

Last Departure Point
FORT WAYNE, IN
Destination
HUNTINGTON, IN

Airport Proximity
ON AIRPORT

Airport Data

HUNTINGTON MUNI
Runway Ident - 27
Runway Lth/Wid - 3700/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 54

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total	- 1636	Last 24 Hrs	- 0
Make/Model-	289	Last 30 Days-	UNK/NR
Instrument-	274	Last 90 Days-	13
Multi-Eng -	294	Rotorcraft -	32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A NIGHT TOUCH AND GO LANDING, THE AIRCRAFT VEERED LEFT AND STRUCK A SNOWBERM AS THE PILOT WAS ADDING POWER TO TAKEOFF. SNOWBERMS WERE LOCATED INSIDE OF THE RUNWAY LIGHTS MAKING THE USABLE RUNWAY LESS THAN 75 FT AND POSSIBLY RESTRICTING THE LIGHTING. THE PILOT REPORTED THAT THE AIRCRAFT SUDDENLY VEERED AS THE THROTTLES WERE SLOWLY MOVED THROUGH ABOUT 1/2 OF THEIR TRAVEL. HE SAID THAT THE PLANE HIT THE SNOWBANK BEFORE HE COULD EXERT ENOUGH RIGHT RUDDER AND DIFFERENTIAL POWER TO HOLD IT ON THE RUNWAY. THE LEFT GEAR WAS SHEARED OFF AND CAME TO REST NEAR THE RUNWAY CENTERLINE. THE NOSE AND RIGHT GEAR COLLAPSED AS THE AIRCRAFT WENT OFF OF THE RUNWAY. THE PILOT STATED HE THOUGHT THE WING TIP CAUGHT THE SNOWBERM AND/OR THE LEFT MAIN GEAR COLLAPSED PRIOR TO CONTACTING THE SNOWBERM. NO IMPACT DAMAGE TO THE LEFT WING WAS REPORTED.

Brief of Accident (Continued)

File No. - 58

2/20/82

HUNTINGTON, IN

A/C Reg. No. N291T

Time (Lcl) - 1930 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. LIGHT CONDITION - NIGHT
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
6. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 77 3/13/82 LAKE VILLAGE, IN A/C Reg. No. N757XU Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/025 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DELAWARE, OH
Destination
LAKE VILLAGE, IN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

LAKE VILLAGE
Runway Ident - 36
Runway Lth/Wid - 2600/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1506
Make/Model- 600
Instrument- 130
Last 24 Hrs - 2
Last 30 Days- 6
Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT THE WIND WAS FROM THE WEST AT 25, GUSTING 40 KNOTS. DURING LANDING ON RUNWAY 36, HE TOUCHED DOWN LONG AND THEN ATTEMPTED TO GO-AROUND. AT THE NORTH END OF THE FIELD, THE AIRCRAFT ENCOUNTERED SOFT, SOGGY TERRAIN, THE PILOT LOST DIRECTIONAL CONTROL, AND THE PLANE FLIPPED OVER.

Brief of Accident (Continued)

File No. - 77

3/13/82

LAKE VILLAGE, IN

A/C Reg. No. N757XU

Time (Lc1) - 1430 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - CROSSWIND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. TERRAIN CONDITION - WET
6. TERRAIN CONDITION - SOFT
7. GROUND LOOP/SWERVE - INADVERTENT - 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) 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. - 106 1/19/82 TOPEKA, KS A/C Reg. No. N52757 Time (Lc1) - 1015 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation - POWER AND PIPELINE PATROL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During - LANDING		Pass 0	0	1	0
		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-R-25A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALMABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 14000
SE LAND,ME LAND	Months Since - 4	Make/Model- 2000
	Aircraft Type - UNK/NR	Instrument- 1506
		Multi-Eng - 2000
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL LINE PATROL FLIGHT THE PILOT ENCOUNTERED LOW STRATUS CLOUDS AND STARTED TO RETURN TO BILLARD AIRPORT WHEN THE ENGINE CEASED TO OPERATE. THE PILOT ATTEMPTED TO RESTART THE AIRCRAFT BUT COULD NOT. A FORCED LANDING WAS MADE INTO A MOWED PASTURE MEADOW AND THE AIRCRAFT CAME TO REST IN A RAVINE.

Brief of Accident (Continued).

File No. - 106

1/19/82

TOPEKA,KS

A/C Reg. No. N52757

Time (Lc1) - 1015 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
3. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 96 1/23/82 TOPEKA,KS A/C Reg. No. N2872D Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1G5
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/015 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

PHILLIP BILLARD
Runway Ident - 35
Runway Lth/Wid - 5100/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	343	Last 24 Hrs	1
Make/Model-	24	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	47

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING CROSSWIND LANDINGS ON RUNWAY 35. THE WIND WAS FROM 290 DEGREES AT 15 GUSTING 23 KNOTS. DURING A LANDING FLARE, A GUST OF WIND WAS ENCOUNTERED. THE PLANE SKIDDED AND DEPARTED THE RUNWAY. THE NOSE GEAR STRUCK AN ICE BANK AND COLLAPSED.

Brief of Accident (Continued)

File No. - 96 1/23/82 TOPEKA,KS

A/C Reg. No. N2872D

Time (Lc1) - 1500 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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. - 171 2/26/82 MCPHERSON,KS

A/C Reg. No. N757PF

Time (Lc1) - 0930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

Type of Operation -INSTRUCTIONAL - SOLO

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 070/013 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 12000 FT SCATTERED

Cloud Conditions(2nd) - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

MCPHERSON

Runway Ident - 36

Runway Lth/Wid - 4200 -UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 39

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 18 Last 24 Hrs - 1

Make/Model- 18 Last 30 Days- 8

Instrument- 0 Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING FROM A LOCAL FLIGHT, THE STUDENT PILOT LANDED ON RUNWAY 36 WITH A WIND FROM 070 DEGREES AT 13 KNOTS. HE REPORTED THAT HE LOST CONTROL ON THE LANDING ROLL AND DEPARTED THE LEFT SIDE OF THE RUNWAY. THE AIRCRAFT RAN INTO MUDDY TERRAIN AND NOSED OVER.

Brief of Accident (Continued)

File No. - 171

2/26/82

MCPHERSON,KS

A/C Reg. No. N757PF

Time (Lcl) - 0930 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
 7. TERRAIN CONDITION - WET
-

-----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) 1,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 167 3/20/82 PARSONS,KS A/C Reg. No. N101AE Time (Lcl) - 1230 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass
Other

Fatal
0
0
0

Injuries

Serious Minor
0 0
0 0
0 0

None
1
0
0

-----Aircraft Information-----

Make/Model - ENSTROM F-28A
Landing Gear - SKID
Max Gross Wt - 1950
No. of Seats - 3

Eng Make/Model - LYCOMING H10-360-C1B
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 205 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 315/010 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GROVE,OK
Destination
CHANUTE,KS

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT,COMMERCIAL

Age - 53
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 1033
Make/Model- 40
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 40
Rotorcraft - 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS RATED IN FIXED WING AIRCRAFT, BUT HE WAS A STUDENT PILOT IN HELICOPTERS. HE HAD ONLY 40 HOURS IN ROTORCRAFT. DURING A CROSS-COUNTRY IN HIS OWN HELICOPTER, HE RAN OUT OF FUEL AND STRUCK TREES DURING AN AUTO-ROTATIVE LANDING. THE PILOT STATED THAT THE FUEL QUANTITY SYSTEM WAS OPERATING PROPERLY, BUT HE THOUGHT HE HAD A LARGER THAN NORMAL TANK. WHEN HE FOUND THAT HE WAS ABOUT TO RUN OUT OF FUEL, HE ATTEMPTED TO GET TO THE NEAREST AIRPORT. HOWEVER, THE PLANE RAN OUT OF FUEL ABOUT THREE MILES FROM THE AIRPORT.

Brief of Accident (Continued)

File No. - 167

3/20/82

PARSONS,KS

A/C Reg. No. N101AE

Time (Lcl) - 1230 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 29 1/28/82 LOUISVILLE, KY A/C Reg. No. N3654W Time (Lcl) - 1743 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1
Other		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING O-540-E4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 290/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NASHVILLE, TN
Destination
LOUISVILLE, KY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TOWER
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 40

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	751	Last 24 Hrs	-	2
Make/Model	-	50	Last 30 Days	-	UNK/NR
Instrument	-	10	Last 90 Days	-	4

Instrument Rating(s) - NONE

-----Narrative-----

AT 600FT AGL WHILE ON A 3 MILE STRAIGHT IN VISUAL APPROACH, THE ENGINE QUIT. THE PILOT STATED HE HAD INSUFFICIENT TIME TO ATTEMPT A RESTART AND COMMENCED A 180 DEGREE TURN TOWARD A GOLF COURSE. UPON LANDING THE AIRCRAFT STRUCK A TREE. INVESTIGATION REVEALED NO FUEL IN THE CARBURETOR FUEL SUPPLY LINE, 16 OUNCES IN THE LEFT MAIN TANK, AND APPROXIMATELY 15 GALLONS IN EACH REMAINING FUEL TANK. THE PILOT FURTHER STATED THAT HE DID NOT CHECK THE FUEL QUANTITY BEFORE FLIGHT.

Brief of Accident (Continued)

File No. - 29

1/28/82

LOUISVILLE, KY

A/C Reg. No. N3654W

Time (Lcl) - 1743 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. FLUID, FUEL - STARVATION
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(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. - 22 2/08/82 BROWNSVILLE,KY

A/C Reg. No. N13165

Time (Lc1) - 1754 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA C-172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
HOPKINSVILLE,KY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

MEREDITH
Runway Ident - 24
Runway Lth/Wid - 2000 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	18000
Make/Model-	3100
Instrument-	UNK/NR
Multi-Eng -	2000
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CLIMBING AFTER TAKEOFF, THE PILOT NOTICED SMOKE IN THE COCKPIT. HE REPORTED THAT FLAMES STARTED TO COME IN AS HE WAS TURNING BACK TO THE AIRSTRIP. WHEN HE SAW THAT HE COULD LAND BACK ON THE STRIP, HE REPORTEDLY SHUT-OFF THE FUEL, MASTER SWITCH AND MAGNETOS. A WITNESS REPORTED THAT THE AIRCRAFT TOUCHED DOWN AT ABOUT MID-FIELD. THE PILOT WAS UNABLE TO STOP ON THE RUNWAY. THE AIRCRAFT COLLIDED WITH A TREE AND BARN. THE WITNESS NOTED THAT THE PILOT WAS DAZED AND ASSISTED IN EVACUATING HIM FROM THE AIRCRAFT. AT THAT TIME, THE WITNESS OBSERVED THAT BLUE SPARKS WERE COMING FROM BENEATH THE DASH ON THE PILOT'S SIDE. AFTER THEY MOVED ABOUT 30 FEET FROM THE PLANE, IT BURST INTO FLAMES. THE BARN AND AIRCRAFT WERE DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 22

2/08/82

BROWNSVILLE, KY

A/C Reg. No. N13165

Time (Lc1) - 1754 CST

Occurrence #1 FIRE
Phase of Operation CLIMB

Finding(s)

1. FUSELAGE, CREW COMPARTMENT - SMOKE
2. ELECTRICAL SYSTEM - FIRE

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

3. FLUID, FUEL - STARVATION
4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. AIRSPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #5 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - TREE(S)
8. OBJECT - BUILDING(NONRESIDENTIAL)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

Factor(s) relating to this accident is/are finding(s) 1,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 91 3/02/82 BELTON,KY A/C Reg. No. N6318Q Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 10.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
GREENVILLE,KY
Destination
BOWLING GREEN,KY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - UNK/NR
Type Approach Flown - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 32

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	110	Last 24 Hrs	-	3
Make/Model	-	21	Last 30 Days	-	UNK/NR
Instrument	-	15	Last 90 Days	-	30
Multi-Eng	-	9	Rotorcraft	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LEVELING AT 2500 FT, OIL FUMES WERE NOTED, BUT NO ABNORMAL INDICATIONS WERE NOTED ON THE ENGINE GAUGES. THE PILOT SUSPECTED OIL HAD BEEN SPILLED DURING A REPAIR BEFORE TAKEOFF. A SHORT TIME LATER, THE ENGINE RPM BEGAN TO INCREASE & WAS ADJUSTED BY THE PILOT. SUBSEQUENTLY, THE ENGINE FAILED. DURING A FORCED LANDING, THE PILOT WAS UNABLE TO REACH A ROAD & LANDED IN A FIELD. THE MAIN GEAR FAILED AFTER HITTING A DITCH. THE RIGHT WING WAS DAMAGED AFTER CONTACTING THE GROUND & THE LEFT WING HIT A FENCE. AN EXAMINATION REVEALED THERE WAS OIL ALONG THE LEFT SIDE OF THE FUSELAGE. A HOLE WAS FOUND IN THE ENGINE CASE BETWEEN THE NUMBER 2 & 4 CYLINDERS. THE INLET OIL LINE TO THE OIL COOLER HAD CHAFED AGAINST THE EXHAUST STACK & WAS LEAKING. IT SHOULD HAVE BEEN ROUTED UNDER A HEAT SHIELD & AWAY FROM THE EXHAUST STACK. THE OIL LINE SHOULD HAVE BEEN A STANDARD, MEDIUM PRESSURE, STRATOFLEX HOSE (MIL-H-8794D) REINFORCED WITH A FIBER BRAIDS & A STEEL BRAID. THE INSTALLED HOSE HAD A SINGLE FIBER BRAID COVERING.

Brief of Accident (Continued)

File No. - 91

3/02/82

BELTON, KY

A/C Reg. No. N6318Q

Time (Lcl) - 1700 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CRANKCASE - FAILURE, PARTIAL
 2. LUBRICATING SYSTEM, OIL LINE - CHAFED
 3. LUBRICATING SYSTEM, OIL LINE - LEAK
 4. INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 5. FLUID, OIL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH
-

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR, MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 113 1/18/82 S.E. OF HOUMA, LA A/C Reg. No. N2705K Time (Lcl) - 1000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 180K
Landing Gear - FLOAT
Max Gross Wt - 2650
No. of Seats - 6

Eng Make/Model - CONTINENTAL O-470-U
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/015 KTS
Visibility - 1.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
HOUMA, LA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, SE SEA

Age - 31

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - C-180K

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	548	Last 24 Hrs	-	5
Make/Model	-	130	Last 30 Days	-	UNK/NR
Instrument	-	1	Last 90 Days	-	57
Multi-Eng	-	24			

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO TAKEOFF FROM A CANAL WITH A QUARTERING TAILWIND DUE TO APPROACHING FOG. THE AIRCRAFT DRIFTED LEFT AND ITS WING STRUCK A PILING.

Brief of Accident (Continued)

File No. - 113

1/18/82

S.E. OF HOUMA, LA

A/C Reg. No. N2705K

Time (Lc1) - 1000 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - FOG

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. OBJECT - OBJECT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 120 1/28/82 S. OF MORGAN CITY, LA A/C Reg. No. N6265E Time (Lc1) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA A185F
Landing Gear - FLOAT
Max Gross Wt - 3350
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/015 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, SE SEA

Age - 47

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - A185F

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	7422	Last 24 Hrs	-	3
Make/Model	-	250	Last 30 Days	-	UNK/NR
Instrument	-	8	Last 90 Days	-	150

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS MAKING A WESTBOUND TAKEOFF FROM A CANAL WITH A 15 KNOT SOUTH CROSSWIND WHEN HIS BOOT AND PANT LEG BECAME ENTANGLED IN THE AIRCRAFT'S WATER RUDDER LEVER. THIS CAUSED THE PILOT TO LOSE CONTROL AND THE AIRCRAFT DRIFTED TO THE RIGHT INTO A MOORED UTILITY BARGE.

Brief of Accident (Continued)

File No. - 120

1/28/82

S. OF MORGAN CITY, LA

A/C Reg. No. N6265E

Time (Lc1) - 1530 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLT CONTROL SYST, RUDDER CONTROL - JAMMED
2. CONTROL INTERFERENCE - INADVERTENT - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
5. WEATHER CONDITION - CROSSWIND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

6. OBJECT - OBJECT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 85 2/15/82 FARMERVILLE, LA A/C Reg. No. N6822T Time (Lcl) - 1330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -OTHER	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		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 310D	Eng Make/Model - CONTINENTAL IO-470-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4830	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
No. of Seats - 5	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 1600 FT BROKEN	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 15000
SE LAND,ME LAND	Months Since - 4	Make/Model- 2500
	Aircraft Type - AA-5	Instrument- 2165
		Multi-Eng - 3045
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 292

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE THIS FLIGHT, THE AIRCRAFT HAD NOT BEEN FLOWN FOR A PERIOD OF TIME. THE PILOT WAS THE OWNER OF A MAINTENANCE FACILITY AND WAS PREPARING TO PERFORM AN ANNUAL INSPECTION OF THE AIRCRAFT. HE ELECTED TO FLY IT AROUND THE AIRPORT TO WARM UP THE ENGINES BEFORE DRAINING THE CRANKCASE. SHORTLY AFTER TAKEOFF, THE LEFT ENGINE LOST POWER. THE PILOT WAS UNABLE TO RESTART THE ENGINE. HE ATTEMPTED TO FEATHER THE PROPELLER, BUT STATED THAT IT WOULD NOT STOP ROTATING. THE LANDING GEAR WAS NOT RETRACTED, AND THE AIRCRAFT WOULD NOT MAINTAIN ALTITUDE WITH THE GEAR DOWN. THE PLANE DESCENDED AND COLLIDED WITH TREES. WATER AND TRASH WAS FOUND IN THE FUEL LINES. THE PILOT STATED THAT THE LEFT ENGINE AND PROPELLER DID NOT IMPACT WITH AN OBJECT. BUT ONE BLADE WAS FEATHERED AND ONE WAS NOT. NO DISCREPANCIES WERE FOUND WITH THE INTERNAL PARTS OF THE PROPELLER, BOTH BLADE CLAMPS WERE IN THE FEATHERED POSITION. ALL BLADE CLAMP BOLTS WERE UNDERTORQUED.

Brief of Accident (Continued)

File No. - 85

2/15/82

FARMERVILLE, LA

A/C Reg. No. N6822T

Time (Lcl) - 1330 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - CONTAMINATION
2. FLUID, FUEL - WATER
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
5. PROPELLER SYSTEM/ACCESSORIES, PROP BLADE RETENTION - UNDERTORQUED
6. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 87 2/22/82 NEAR PATTERSON, LA A/C Reg. No. N61766 Time (Lcl) - 0915 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage					
		SUBSTANTIAL		Fatal		Injuries	
Type of Operation	-BUSINESS	Fire	Crew	0	0	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-TAXI		Other	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA A185F	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3320	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">PATTERSON, LA</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL STRAIGHT-IN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND, SE SEA</p>	<p>Age - 23</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 11</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 1341</td> <td>Last 24 Hrs</td> <td>- 4</td> </tr> <tr> <td>Make/Model-</td> <td>188</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>61</td> <td>Last 90 Days-</td> <td>154</td> </tr> <tr> <td>Multi-Eng -</td> <td>194</td> <td></td> <td></td> </tr> </table>	Total	- 1341	Last 24 Hrs	- 4	Make/Model-	188	Last 30 Days-	UNK/NR	Instrument-	61	Last 90 Days-	154	Multi-Eng -	194		
Total	- 1341	Last 24 Hrs	- 4															
Make/Model-	188	Last 30 Days-	UNK/NR															
Instrument-	61	Last 90 Days-	154															
Multi-Eng -	194																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING THE PILOT BEGAN TO STEP TAXI ON AN UNFAMILIAR CANAL TO A DRILLING RIG LOCATION. WHILE NEGOTIATING A TURN IN THE CANAL, THE LEFT WING STRUCK A TREE LIMB. THE AIRCRAFT VEERED TO THE LEFT AND THE RIGHT WING DROPPED AND HIT THE WATER.

Brief of Accident (Continued)

File No. - 87

2/22/82

NEAR PATTERSON, LA

A/C Reg. No. N61766

Time (Lcl) - 0915 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - TREE(S)
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 99 3/10/82 OBERLIN, LA A/C Reg. No. N8466V Time (Lc1) - 0900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	NONE	Crew 0	0	0	1
Accident Occurred During	-MANEUVERING		Pass 0	0	0	0
			Other 0	0	0	0

-----Aircraft Information-----

Make/Model	- ROCKWELL S-2R	Eng Make/Model	- P & W R1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 6000	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/002 KTS</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 15577</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 4500</td> <td>Last 30 Days- 2</td> </tr> <tr> <td>Instrument- 13</td> <td>Last 90 Days- 2</td> </tr> <tr> <td>Multi-Eng - 17</td> <td></td> </tr> </table>	Total - 15577	Last 24 Hrs - 2	Make/Model- 4500	Last 30 Days- 2	Instrument- 13	Last 90 Days- 2	Multi-Eng - 17	
Total - 15577	Last 24 Hrs - 2									
Make/Model- 4500	Last 30 Days- 2									
Instrument- 13	Last 90 Days- 2									
Multi-Eng - 17										

Instrument Rating(s) - NONE

-----Narrative-----

AS THE PILOT WAS COMPLETING A SPRAY RUN, HE STARTED TO CLOSE THE HOPPER, BUT IT FELT TO HIM THAT THE HANDLE HAD BROKEN. HE LOOKED INSIDE THE COCKPIT MOMENTARILY. WHEN HE LOOKED BACK OUTSIDE, THE AIRCRAFT HAD BEGUN A DESCENT. IT WAS TOO CLOSE TO THE GROUND TO RECOVER PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 99

3/10/82

OBERLIN, LA

A/C Reg. No. N8466V

Time (Lc1) - 0900 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 186 2/07/82 MARTHAS VINEYARD, MA A/C Reg. No. N41694 Time (Lcl) - 1115 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 7KCAB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-320-E1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 330/020 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FALL RIVER, MA
Destination
MARTHAS VINEYARD, MA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

MARTHAS VINEYARD
Runway Ident - 24
Runway Lth/Wid - 5500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 47
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	325	Last 24 Hrs	-	0
Make/Model	-	17	Last 30 Days	-	UNK/NR
Instrument	-	4	Last 90 Days	-	13

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ARRIVING AT THE DESTINATION, THE PILOT LANDED ON RUNWAY 24. THE WIND WAS FROM 330 DEGREES GUSTING TO 20 KTS. DURING THE LANDING ROLL-OUT, THE AIRCRAFT GROUND LOOPED WHEN A CROSSWIND GUST WAS ENCOUNTERED. THE PLANE RAN OFF THE RUNWAY INTO A ROUGH GRASSY AREA WHERE THE LEFT MAIN GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 186

2/07/82

MARTHAS VINEYARD, MA

A/C Reg. No. N41694

Time (Lc1) - 1115 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION
7. TERRAIN CONDITION - ROUGH/UNEVEN
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) 3,4

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. - 183 3/03/82 PALMER, MA

A/C Reg. No. N9678B

Time (Lc1) - 1135 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1
Other 0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew
Pass
Other

-----Aircraft Information-----

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-F1A6
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/010 KTS
Visibility - 25.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WESTERLY, RI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

PALMER METRO
Runway Ident - 04
Runway Lth/Wid - 2500/ 55
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 168
Make/Model- 20
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT INITIATED A TAKEOFF ON RUNWAY 04. HE REPORTED THE WIND WAS FROM 300 TO 330 DEGREES AT 10 GUSTING 25 KTS. DURING THE TAKEOFF ROLL, A BUMP IN THE RUNWAY WAS ENCOUNTERED AND THE AIRCRAFT BECAME AIRBORNE. THE PILOT REPORTED THAT A GUST OF WIND FROM THE LEFT PICKED UP THE LEFT WING AS THE AIRCRAFT BECAME AIRBORNE, THEN PUSHED THE AIRCRAFT SIDEWAYS ACROSS THE RUNWAY THROUGH A SNOWBANK. THE PLANE CONTINUED FLIGHT STRIKING SEVERAL SMALL TREES, THEN SETTLED TO THE GROUND. THE BUMP IN THE RUNWAY WAS DESCRIBED AS A FROST HEAVE.

Brief of Accident (Continued)

File No. - 183

3/03/82

PALMER,MA

A/C Reg. No. N9678B

Time (Lcl) - 1135 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

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) 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. - 184 3/13/82 PEPPERELL, MA A/C Reg. No. N2281G Time (Lc1) - 0900 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0
Other	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL ID-470-L
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 230 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - SELF
Basic Weather - VMC

Itinerary

Last Departure Point
NASHUA, NH
Destination
PEPPERELL, MA

Airport Proximity
ON AIRPORT

Airport Data

PEPPERELL
Runway Ident - 06
Runway Lth/Wid - 2700-N/A
Runway Surface - N/A
Runway Status - ICE

Wind Dir/Speed- VARIABLE

Visibility - 15.0 SM

Cloud Conditions(1st) - 3000 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 208 Last 24 Hrs - 0

Make/Model- 17 Last 30 Days- UNK/NR

Instrument- 3 Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PILOT ARRIVED AT HIS DESTINATION, HE LANDED ON AN ICY RUNWAY. NEAR THE END OF HIS LANDING ROLL, THE AIRCRAFT ENCOUNTERED A RUT AND VEERED INTO A SNOWBANK BESIDE THE RUNWAY. THE WIND WAS LIGHT AND VARIABLE.

Brief of Accident (Continued)

File No. - 184

3/13/82

PEPPERELL, MA

A/C Reg. No. N2281G

Time (Lc1) - 0900 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 16 1/07/82 WESTMINISTER, MD A/C Reg. No. N117P Time (Lcl) - 1225 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
	Fire	Crew	0	0	0
Type of Operation - PERSONAL	NONE	Pass	0	0	0
Flight Conducted Under -14 CFR 91		Other	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH V35	Eng Make/Model - CONTINENTAL E-185-8	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 185 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GAITHERSBURG, MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WESTMINISTER, MD	CLEARVIEW
Wind Dir/Speed- VARIABLE/010 KTS		Runway Ident - 31
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 1800/ 30
Cloud Conditions(1st) - 2500 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 3000 FT OVERCAST	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Approach Flown - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 293
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 76
		Instrument- 7
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED ENCOUNTERING SEVERE DOWNDRAFTS AND TURBULENCE AT THE RUNWAY THRESHOLD. HE STATED THAT HE APPLIED FULL THROTTLE, BUT THE AIRCRAFT TOUCHED DOWN PREMATURELY AND WAS ANGLED ABOUT 30 DEGREES RIGHT OF THE RUNWAY HEADING. THE AIRCRAFT CAME TO REST IN BRUSH AND SMALL TREES WITH THE NOSE GEAR COLLAPSED. ONE HOUR AND 20 MINUTES LATER, THE INVESTIGATOR LANDED AT THE AIRPORT. AT APPROXIMATELY 100 FEET AGL AND 100 FEET FROM THE APPROACH END OF THE RUNWAY, HE ENCOUNTERED AN ABRUPT LOSS OF AIRSPEED AND THE RIGHT WING AND NOSE DROPPED. HE APPLIED POWER, BUT THE AIRCRAFT LOST AN ADDITIONAL 50 FEET BEFORE HIS PLANNED APPROACH AIRSPEED WAS REGAINED.

Brief of Accident (Continued)

File No. - 16

1/07/82

WESTMINISTER, MD

A/C Reg. No. N117P

Time (Lc1) - 1225 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
2. WEATHER CONDITION - TURBULENCE
3. WEATHER CONDITION - DOWNDRAFT
4. WEATHER CONDITION - GUSTS
5. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #5 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 15 2/15/82 STEVENSVILLE, MD A/C Reg. No. N53899 Time (Lcl) - 1130 EST

-----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	1	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0
			Other 0	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC	Eng Make/Model - LYCOMING O-360-C2E	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point CHURCHTON, MD</p> <p>Destination STEVENSVILLE, MD</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>BAY BRIDGE INDUSTRIAL</p> <p>Runway Ident - 28</p> <p>Runway Lth/Wid - 2900/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p> <p>GLIDER</p> <p>Instrument Rating(s) - NONE</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 20</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 834</p> <p>Make/Model- 27</p> <p>Instrument- 0</p> <p>Multi-Eng - 4</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 6</p>
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-----Narrative-----

THE PILOT LANDED WITH 10 DEGREES OF FLAPS IN A 10 TO 15 KNOT, LEFT CROSSWIND CONDITION. HE REPORTED THAT WIND GUSTS PICKED UP THE LEFT WING AND HE WAS UNABLE TO ADEQUATELY COMPENSATE WITH POWER AND AILERON. THE AIRCRAFT BECAME AIRBORNE AND THEN HIT THE GROUND IN A LEFT WING LOW ATTITUDE OFF THE LEFT SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 15

2/15/82

STEVENSVILLE, MD

A/C Reg. No. N53899

Time (Lc1) - 1130 EST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
6. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

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. - 70 1/02/82 CHARLOTTE, MI A/C Reg. No. N1549Q Time (Lcl) - 1530 EST

-----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		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150L	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 - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
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	TINKERBELL
Wind Dir/Speed- 090/012 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 100
Cloud Conditions(1st) - 3000 FT UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - SNOW - COMPACTED
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 - 312
SE LAND	Months Since - 16	Make/Model- 275
	Aircraft Type - C-150	Instrument- 4
		Last 24 Hrs - 0
		Last 30 Days- 6
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING TO THE AIRPORT, THE PILOT USED FULL FLAPS DURING A CROSSWIND LANDING. THE WIND WAS FROM 090 DEGREES, GUSTING 20 TO 25 KNOTS. THE PILOT STATED THAT HE ADDED POWER WHEN THE AIRCRAFT STALLED AT ABOUT 10 FT AGL. THE PLANE TOUCHED DOWN IN SNOW ABOUT 75 FT SHORT OF THE RUNWAY. THE AIRCRAFT STRUCK A BERM OF SNOW, THE NOSE GEAR COLLAPSED, AND THE PLANE OVERTURNED.

Brief of Accident (Continued)

File No. - 70

1/02/82

CHARLOTTE, MI

A/C Reg. No. N1549Q

Time (Lcl) - 1530 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. AIRSPEED - MISJUDGED - PILOT IN COMMAND
7. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

9. LANDING GEAR, NOSE GEAR - OVERLOAD

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) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 64 1/19/82 GRAND RAPIDS, MI A/C Reg. No. N26093 Time (Lc1) - 1536 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL - CHECK	Fire	Crew 0	0	0	2
Flight Conducted Under	- 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	- TAKEOFF		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 050/007 KTS</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - 5000 FT SCATTERED</p> <p>Cloud Conditions(2nd) - 7000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - TOWER</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">KENT COUNTY</p> <p>Runway Ident - 08</p> <p>Runway Lth/Wid - 3900/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - ICE</p> <p style="padding-left: 20px;">SNOW - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - N/A</p> <p style="padding-left: 20px;">Months Since - N/A</p> <p style="padding-left: 20px;">Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 57</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 48</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 4</td> <td>Last 90 Days- 13</td> </tr> </table>	Total - 57	Last 24 Hrs - 1	Make/Model- 48	Last 30 Days- UNK/NR	Instrument- 4	Last 90 Days- 13
Total - 57	Last 24 Hrs - 1							
Make/Model- 48	Last 30 Days- UNK/NR							
Instrument- 4	Last 90 Days- 13							

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND WAS A STUDENT ON A CHECK FLIGHT FOR A PRIVATE LICENSE. THE CHECK PILOT WAS AN FAA INSPECTOR. THE FLIGHT WAS CONDUCTED FROM AN AIRPORT WITH RUNWAYS THAT WERE PARTIALLY COVERED WITH SNOW AND ICE. THE MISHAP OCCURRED WHILE THE PILOT WAS DEMONSTRATING A SHORT FIELD TAKEOFF ON THE THIRD DEPARTURE. ACCORDING TO THE PILOT, THE AIRCRAFT BEGAN TO VEER TO THE LEFT DURING ROTATION. THE PILOT STATED THAT HE THEN BROUGHT THE NOSE DOWN, SHUT THE POWER OFF, APPLIED BRAKES, AND THE AIRCRAFT SLID INTO THE SNOW. THE INSPECTOR REPORTED THAT THE PLANE LIFTED OFF PREMATURELY, THEN SETTLED BACK ONTO THE RUNWAY AFTER A VERY SHORT TIME. WHEN THE PLANE SLID TO THE LEFT OF THE CENTERLINE, THE INSPECTOR PUT HER FOOT ON THE RIGHT RUDDER PEDAL. SHE FOUND THAT THE PILOT ALREADY HAD IT COMPLETELY DEPRESSED. AS THE LEFT MAIN GEAR WENT INTO THE SNOW, THE AIRCRAFT WAS PULLED FARTHER LEFT. IT CAME TO REST 6 FEET OFF OF THE RUNWAY WITH DAMAGE TO THE PROPELLER, LEFT WING, AND AN ENGINE MOUNT.

Brief of Accident (Continued)

File No. - 64

1/19/82

GRAND RAPIDS, MI

A/C Reg. No. N26093

Time (Lcl) - 1536 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 52 1/19/82 NEAR LANSING, MI A/C Reg. No. N4140G Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Other

Fatal

0

0

0

Injuries

Serious

0

0

0

Minor

0

0

0

None

1

1

0

-----Aircraft Information-----

Make/Model - CESSNA 340A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5975
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-N
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHICAGO, IL
Destination
LANSING, MI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
ME LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3300
Make/Model- 240
Instrument- 560
Multi-Eng - 1600
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLIGHT OVER LAKE MICHIGAN AT 13,000 FEET, THE PILOT NOTICED THAT THE THROTTLE, MIXTURE AND PROPELLER CONTROLS TO ONE OF THE ENGINES BEGAN BINDING. THE CONTROLS TO THE OTHER ENGINE REMAINED NORMAL. HE DESCENDED TO 9000 FEET AND CONTINUED AT REDUCED POWER. AFTER LANDING, AN INVESTIGATION REVEALED THAT THE EXHAUST STACK WAS LOOSE AT A SLIP JOINT WHERE IT PASSED THROUGH THE FIREWALL. HOT EXHAUST GASES HAD DAMAGED THE ENGINE CONTROLS, AN ENGINE MOUNT AND THE FIREWALL. THE AIRCRAFT HAD JUST COME OUT OF MAINTENANCE PRIOR TO THE FLIGHT.

Brief of Accident (Continued)

File No. - 52

1/19/82

NEAR LANSING, MI

A/C Reg. No. N4140G

Time (Lc1) - 1600 EST

Occurrence FIRE/EXPLOSION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. EXHAUST SYSTEM, STACK - LOOSE
2. MAINTENANCE - INADEQUATE - OTHER PERSON
3. EXHAUST SYSTEM, STACK - LEAK
4. THROTTLE/POWER LEVER, CABLE - BURNED
5. PROPELLER CONTROL, CABLE - BURNED
6. MIXTURE CONTROL, CABLE - BURNED
7. ENGINE ASSEMBLY, MOUNT - BURNED
8. FUSELAGE, BULKHEAD - OVERTEMPERATURE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 65 2/07/82 BENTON HARBOR, MI A/C Reg. No. N9893J Time (Lcl) - 1415 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	3
Accident Occurred During -LANDING		Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - UNK/NR	KALAMAZOO, MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BENTON HARBOR, MI	ROSS FIELD
Wind Dir/Speed- VARIABLE/015 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5100/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - ICE
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 67
SE LAND	Months Since - 5	Make/Model- 13
	Aircraft Type - UNK/NR	Instrument- 8
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT RECEIVED A WEATHER BRIEFING AT 1030 EST FOR A CROSS-COUNTRY FLIGHT. THE CROSS-COUNTRY ORIGINATED AT BENTON HARBOR AT 1100 EST USING RUNWAY 27. AT THAT TIME, THE RUNWAY WAS BARE AND DRY. THE FLIGHT PROCEEDED TO BATTLE CREEK AND KALAMAZOO, AND THEN RETURNED TO BENTON HARBOR AT ABOUT 1415 EST. BEFORE ARRIVING, THE PILOT CALLED BENTON HARBOR FOR WIND AND RUNWAY CONDITIONS, BUT RECEIVED NO REPLY. WHILE ENTERING THE TRAFFIC PATTERN, THE PILOT OBSERVED THE WIND FROM ABOUT 200 DEGREES AND SAW SMALL FINGER-LIKE DRIFTS PROTRUDING OUT ONTO RUNWAY 27 FOR ABOUT 1/4 OF ITS WIDTH. RUNWAYS 13/31 AND 18/36 HAD NOT BEEN PLOWED FOR 4 WEEKS AND WERE CLOSED. CONSIDERING THE REMAINING WIDTH OF RUNWAY 27 AND ITS EXCELLENT CONDITION AT 1100 EST, THE PILOT ELECTED TO LAND EVEN THOUGH THERE WAS A MODERATE-TO-STRONG CROSSWIND. ON TOUCHDOWN GLARE ICE WAS ENCOUNTERED ON THE ENTIRE WIDTH OF THE RUNWAY. AS THE AIRCRAFT SLOWED, THE WIND BLEW IT OFF OF THE RIGHT SIDE WHERE IT MOMENTARILY WENT UP ON ITS NOSE.

Brief of Accident (Continued)

File No. - 65

2/07/82

BENTON HARBOR, MI

A/C Reg. No. N9893J

Time (Lc1) - 1415 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 66 2/14/82 LAMBERTVILLE, MI A/C Reg. No. N5543J Time (Lcl) - 1715 EST

-----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 -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2220	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
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 - RADIO	SAME AS ACC/INC	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	TOLEDO SUBURBAN
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3258/ 50
Cloud Conditions(1st) - 3000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 211
SE LAND	Months Since - 17	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 6
		Instrument- 17
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND 3 PASSENGERS RETURNED TO THE AIRPORT AFTER A FLIGHT IN THE LOCAL AREA. A NORMAL APPROACH WAS MADE WITH 20 DEGREES OF FLAPS FOR A CROSSWIND LANDING. THE PILOT REPORTED THAT HIS APPROACH SPEED WAS A LITTLE FAST. DURING LANDING, THE AIRCRAFT BALLOONED, BOUNCED AND DRIFTED TO THE LEFT. THE LEFT MAIN GEAR ENCOUNTERED A SNOWBANK AND THE PLANE SWUNG TO THE LEFT WITH THE RIGHT WING SWINGING DOWN. THE RIGHT WING, LOWER COWLING AND PROPELLER WERE DAMAGED.

Brief of Accident (Continued)

File No. - 66

2/14/82

LAMBERTVILLE, MI

A/C Reg. No. N5543J

Time (Lcl) - 1715 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
-

-----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. - 35 2/26/82 MANCHESTER, MI A/C Reg. No. N9101U Time (Lcl) - 0930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0
Other	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1250
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
JACKSON, MI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

ROSSITTIE
Runway Ident - 36
Runway Lth/Wid - 2465/ 100
Runway Surface - GRASS/TURF
Runway Status - SNOW - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 23
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	37	Last 24 Hrs -	4
Make/Model-	37	Last 30 Days-	UNK/NR	
Instrument-	1	Last 90 Days-	15	

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF THE STUDENT PILOT LOST DIRECTIONAL CONTROL AND STRUCK A SNOWBANK. THE STUDENT STATED AT 40-50 KNOTS THE LEFT WHEEL BOGGED DOWN IN SNOW OR ENCOUNTERED A RUT AND THE AIRCRAFT TWISTED SHARPLY LEFT.

Brief of Accident (Continued)

File No. - 35

2/26/82

MANCHESTER, MI

A/C Reg. No. N9101U

Time (Lc1) - 0930 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES - SNOW COVERED
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 45 2/27/82 WILLIAMSBURG, MI A/C Reg. No. N47559 Time (Lcl) - 1445 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	Injuries Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	None
Accident Occurred During - LANDING		Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
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 - TELEPHONE	SAME AS ACC/INC	
Completeness - PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	LOCAL	ACME
Wind Dir/Speed - 330/007 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1900 -UNK/NR
Cloud Conditions(1st) - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - ICE
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 78
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model - 3
		Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A VFR APPROACH THE PILOT STATED HE WAS CONCENTRATING ON NOT LANDING LONG. THE AIRCRAFT TOUCHED DOWN IN SNOW ABOUT 50 FEET SHORT OF THE LANDING AREA AND SLID, NOSE DOWN, FOR APPROXIMATELY 50 FEET. THE PILOT HAD FLOWN A TOTAL OF 3.2 HOURS IN THE LAST 90 DAYS.

Brief of Accident (Continued)

File No. - 45

2/27/82

WILLIAMSBURG, MI

A/C Reg. No. N47559

Time (Lc1) - 1445 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - SNOW COVERED

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 68 1/15/82 ANOKA, MN A/C Reg. No. N300JR Time (Lcl) - 1800 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries		
ON-DEMAND AIR TAXI	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation	Fire	Crew	0	0	0
Flight Conducted Under	NONE	Pass	0	0	0
Accident Occurred During		Other	0	0	0
-NON SCHED, DOMESTIC, FERRY					
-14 CFR 91					
-LANDING					

-----Aircraft Information-----

Make/Model - BEECH C-45H	Eng Make/Model - P & W R-985-14B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	DETROIT, MN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ANOKA, MN	ANOKA COUNTY
Wind Dir/Speed- 300/020 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 0.0	Type of Flight Plan - IFR	Runway Lth/Wid - 4895/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - RADAR ADVISORIES	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
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)
ATP	Current - YES	Total - 23975
SE LAND, ME LAND, SE SEA	Months Since - 5	Make/Model- 250.
	Aircraft Type - BE-18	Instrument- 2190
		Multi-Eng - 15675
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 49

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ELECTED TO LAND ON RUNWAY 35 WITH A LEFT QUARTERING HEADWIND AT 20 KNOTS. HE STATED THAT THE APPROACH AND LANDING SEEMED NORMAL WITH NO UNDUE CRAB OR CROSSWIND CORRECTION. AFTER LANDING, THE PLANE MADE A QUICK TURN TO THE LEFT. THE PILOT REPORTED THAT HE WAS ABLE TO STOP THE TURN, BUT WAS UNABLE TO TURN BACK TO THE RUNWAY HEADING. THE AIRCRAFT DEPARTED THE RUNWAY AT APPROXIMATELY A 30 DEGREE ANGLE. THE NOSE GEAR HIT A HARD PACKED DRIFT AND FAILED.

Brief of Accident (Continued)

File No. - 68

1/15/82

ANOKA, MN

A/C Reg. No. N300JR

Time (Lc1) - 1800 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 39 1/27/82 HOFFMAN,MN

A/C Reg. No. N3174C

Time (Lcl) - 1350 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - SOLO	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	0
Accident Occurred During	-LANDING	0	0	0	0

Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass
Other

-----Aircraft Information-----

Make/Model - AERONCA 7BCM
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C85-8FJ
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/012 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 1500 FT BROKEN
Cloud Conditions(2nd) - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

PRIVATE STRIP
Runway Ident - 36
Runway Lth/Wid - 2640/ 140
Runway Surface - GRAVEL
Runway Status - SNOW - COMPACTED

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 25
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 39
Make/Model- 14
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- 6
Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING ON A SNOW COVERED DRIVEWAY IN AN AERONCA EQUIPPED WITH SKIS THE LEFT WING RAISED UP AND THE RIGHT WINGTIP CAUGHT THE GROUND. THE PILOT STATED THE WIND WAS GUSTING TO 18 KNOTS.

Brief of Accident (Continued)

File No. - 39

1/27/82

HOFFMAN, MN

A/C Reg. No. N3174C

Time (Lc1) - 1350 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. TERRAIN CONDITION - SNOW COVERED
-

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) 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. - 71 2/06/82 BUFFALO,MN

A/C Reg. No. N10794

Time (Lcl) - 1715 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL - DUAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	2	0
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 210/009 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data
BUFFALO

Runway Ident - 17
Runway Lth/Wid - 2600/ 100
Runway Surface - GRASS/TURF
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,SE SEA

Age - 65

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 20119	Last 24 Hrs	- 8
Make/Model-	6020	Last 30 Days-	UNK/NR
Instrument-	336	Last 90 Days-	80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR AND STUDENT DEPARTED WITH THE INTENTION OF MAKING A TOUCH AND GO LANDING AFTER TAKEOFF. DURING THE LANDING, THE AIRCRAFT VEERED TO THE RIGHT AND STRUCK A 3 TO 4 FT SNOWBANK. THE STUDENT STATED THAT ON SHORT FINAL, THE AIRCRAFT DROPPED AND BOUNCED. HE SAID THAT WHEN THE MAIN LANDING GEAR CAME IN CONTACT WITH THE RUNWAY, HE FELT A PULL TO THE RIGHT AND ATTEMPTED TO CORRECT WITH LEFT RUDDER. THE INSTRUCTOR REPORTED THAT THE RUNWAY WAS COVERED WITH 1/2 INCH OF FLUFFY SNOW. THE TEMPERATURE WAS 5 DEGREES. BOTH THE STUDENT AND INSTRUCTOR SUSPECTED THAT THE RIGHT BRAKE HAD FROZEN. ALONG WITH OTHER DAMAGE, THE RIGHT WHEEL HAD SEPARATED AND THE RIGHT STRUT WAS BENT BACK. THE AIRCRAFT HAD FLOWN EARLIER IN THE DAY WITHOUT INCIDENT.

Brief of Accident (Continued)

File No. - 71

2/06/82

BUFFALO, MN

A/C Reg. No. N10794

Time (Lc1) - 1715 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
 2. LEVEL OFF - IMPROPER - DUAL STUDENT
 3. LANDING GEAR, NORMAL BRAKE SYSTEM - FROZEN
 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
 6. LANDING GEAR, WHEEL - SEPARATION
 7. LANDING GEAR, MAIN GEAR STRUT - BENT
-

-----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) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 67 2/09/82 ANOKA, MN

A/C Reg. No. N12562

Time (Lcl) - 0950 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 295/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - PRACTICE
VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

GATEWAY NORTH INDUSTRIAL
Runway Ident - 34
Runway Lth/Wid - 2500 -UNK/NR
Runway Surface - DIRT
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 20
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	89	Last 24 Hrs -	1
Make/Model-	5		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING TOUCH AND GO LANDINGS. HE REPORTED THAT ON HIS LAST LANDING, THE WIND PUSHED HIM TOWARD THE RIGHT SIDE OF THE RUNWAY. THE RIGHT MAIN GEAR ENCOUNTERED SNOW AND PULLED THE AIRCRAFT FURTHER TO THE RIGHT INTO A DRIFT BESIDE THE RUNWAY. THE PLANE THEN NOSED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 67

2/09/82

ANOKA, MN

A/C Reg. No. N12562

Time (Lc1) - 0950 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 76 2/19/82 NEW RICHLAND, MN A/C Reg. No. N3328D Time (Lcl) - 1120 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0
Other	0	0	0	0	0

Type of Operation - FERRY
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FREEBORN, MN
Destination
NEW RICHLAND, MN

Airport Proximity
ON AIRPORT

Airport Data

ARNEMAN FIELD
Runway Ident - 17
Runway Lth/Wid - 3000/ 60
Runway Surface - GRASS/TURF
Runway Status - WET
ICE

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, SE SEA

Age - 61

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1551	Last 24 Hrs	- 0
Make/Model-	1551	Last 30 Days-	1
Instrument-	60	Last 90 Days-	1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS RETURNING HOME AFTER COMPLETION OF AN ANNUAL INSPECTION OF THE AIRCRAFT. AFTER RETURNING, THE AIRCRAFT WAS LANDED ON A WET, ICY SOD RUNWAY. DURING THE LANDING ROLL THE AIRCRAFT CAME IN CONTACT WITH A SNOWBANK AND NOSED OVER.

Brief of Accident (Continued)

File No. - 76

2/19/82

NEW RICHLAND, MN

A/C Reg. No. N3328D

Time (Lc1) - 1120 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 33 2/25/82 AITKIN,MN A/C Reg. No. N2396Z Time (Lc1) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1
Other	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH 23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1502
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/006 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

AITKIN COUNTY
Runway Ident - 16
Runway Lth/Wid - 3400/ 100
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - BE-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	103	Last 24 Hrs -	0
Make/Model-	45		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	0

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING ON A PARTIALLY SNOW COVERED RUNWAY THE PILOT LOST DIRECTIONAL CONTROL AND STRUCK A SNOWBANK. THE AIRCRAFT TRAVELED APPROXIMATELY 15 FEET BEFORE NOSING DOWN INTO THE SNOW COVERED TERRAIN.

Brief of Accident (Continued)

File No. - 33

2/25/82

AITKIN,MN

A/C Reg. No. N2396Z

Time (Lcl) - 1530 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 41 3/08/82 GRAND MARAIS, MN A/C Reg. No. N6625Y Time (Lcl) - 0920 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass 0	0	0	2
Accident Occurred During	-APPROACH		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-23 250	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4700	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - IN PERSON	MARQUETTE, MI	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	GRAND MARAIS, MN	GRAND MARAIS
Wind Dir/Speed- 200/014 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 1.5 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2800/ 100
Cloud Conditions(1st) - 2000 FT OVERCAST	Type of Clearance - RADAR ADVISORIES	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NDB	Runway Status - SNOW - WET
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW SHOWER		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3900
SE LAND, ME LAND	Months Since - 5	Make/Model- 1494
	Aircraft Type - PIPER	Instrument- 670
		Multi-Eng - 1494
		Last 24 Hrs - 4
		Last 30 Days- 0
		Last 90 Days- 85

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER CLEARING TREES LOCATED APPROXIMATELY 1000 FEET FROM THE END OF THE RUNWAY THE PILOT REDUCED POWER AND ADDED FLAPS IN AN ATTEMPT TO LAND CLOSE TO THE APPROACH END. THE AIRCRAFT STRUCK A SNOWBANK ON SHORT FINAL FOR THE SNOW COVERED RUNWAY 27.

Brief of Accident (Continued)

File No. - 41

3/08/82

GRAND MARAIS, MN

A/C Reg. No. N6625Y

Time (Lc1) - 0920 CST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - SNOW
4. TERRAIN CONDITION - SNOW COVERED
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

7. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 78 3/13/82 CAMBRIDGE, MN

A/C Reg. No. N9697J

Time (Lcl) - 1615 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	1	2	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1940
No. of Seats - 4

Eng Make/Model - LYCOMING O-360
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 280/030 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MADISON, WI
Destination
CAMBRIDGE, MN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - PA-38

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 77	Last 24 Hrs - 3
Make/Model- 19	Last 30 Days- 0
Instrument- 0	Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD EXPECTED THAT STRONG HEADWINDS WOULD DECREASE DURING FLIGHT; HOWEVER, THEY CONTINUED. THE PILOT MADE AN ENROUTE STOP FOR FUEL, BUT AFTER LANDING, HE FOUND THAT THE AIRPORT WAS DESERTED. HE STATED THAT HE RECALCULATED THE ELAPSED TIME, ETC, AND PICKED THE NEXT AVAILABLE AIRPORT. HE BELIEVED SUFFICIENT FUEL WAS ON BOARD. THE ENGINE CUT OUT WHILE CLIMBING AFTER TAKEOFF. THE PILOT SWITCHED TANKS, RESTARTED THE ENGINE, AND STILL BELIEVED HE HAD SUFFICIENT FUEL. THE ENGINE AGAIN LOST POWER ABOUT 4 MILES FROM THE DESTINATION. THE PILOT PICKED AN AREA TO LAND, BUT CRASHED INTO TREES BEFORE REACHING THE DESIRED AREA.

Brief of Accident (Continued)

File No. - 78

3/13/82

CAMBRIDGE, MN

A/C Reg. No. N9697J

Time (Lc1) - 1615 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. FLUID, FUEL - EXHAUSTION
 4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 158 1/06/82 ROLLA, MO A/C Reg. No. N2672A Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	2
Other 0	0	0	0

Type of Operation -EXECUTIVE
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew
Pass
Other

-----Aircraft Information-----

Make/Model - CESSNA 340
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5990
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-J
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 330/010 KTS
Visibility - 3.0 SM
Cloud Conditions(1st) - 1200 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - FREEZING RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST JOSEPH, MO
Destination
ROLLA, MO

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Approach Flown - VORTAC

Airport Proximity
ON AIRPORT

Airport Data

DOWNTOWN
Runway Ident - 27
Runway Lth/Wid - 3145/ 40
Runway Surface - ASPHALT
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 12150
Make/Model- 400
Instrument- 2375
Multi-Eng - 8000
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS CERTIFICATED FOR FLIGHT INTO KNOWN ICING CONDITIONS UP TO MODERATE ICING. THE PILOT STATED THAT THE SURFACE DE-ICERS WERE OPERATING DURING THE PREFLIGHT. DURING AN INSTRUMENT APPROACH AT THE DESTINATION. THE AIRCRAFT ENTERED CLOUDS AT ABOUT 4400 FT MSL. THE AIRCRAFT BEGAN TO PICK UP ICE. THE RIGHT ENGINE STARTED VIBRATING AND CONTINUALLY GOT WORSE. WHEN THE AIRCRAFT WAS OVER THE RUNWAY, IT DROPPED IN FROM A HIGHER THAN NORMAL HEIGHT AND LANDED HARD. A CONSIDERABLE AMOUNT OF SURFACE ICE WAS STILL ON THE AIRCRAFT AFTER IT WAS PARKED. THE PILOT REPORTED THAT THE PLANE HAD A HISTORY OF PROBLEMS WITH THE AIRCRAFT AND PROPELLER BOOTS. DURING A FERRY FLIGHT AFTER THE ACCIDENT THE SURFACE BOOTS DID NOT OPERATE. LATER, THE BOOTS OPERATED DURING A GROUND CHECK.

Brief of Accident (Continued)

File No. - 158

1/06/82

ROLLA, MO

A/C Reg. No. N2672A

Time (Lc1) - 1430 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - ICING CONDITIONS
3. PROPELLER SYSTEM/ACCESSORIES, BLADE - ICE
4. WING - ICE

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

5. ANTI-ICE/DE-ICE SYSTEM, PROPELLER - ERRATIC
6. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
7. PROPELLER SYSTEM/ACCESSORIES - VIBRATION
8. ANTI-ICE/DE-ICE SYSTEM, WING - ERRATIC

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. AIRSPEED - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 159 1/08/82 LIBERTY, MO A/C Reg. No. N7618P Time (Lc1) - 1400 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	2
Pass 0	0	0	0
Other 0	0	0	0

Type of Operation - INSTRUCTIONAL - DUAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew
Pass
Other

-----Aircraft Information-----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 045/005 KTS
Visibility - 0.0
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - CONTACT

Airport Proximity
ON AIRPORT

Airport Data

MITHELL
Runway Ident - 19
Runway Lth/Wid - 2000/ 90
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2056
Make/Model- 471
Instrument- 1294
Multi-Eng - 1197
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 74

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT REPORTED ENCOUNTERING WIND SHEAR AT ABOUT 12 TO 15 FT AGL DURING A SHORT FIELD LANDING ON RUNWAY 19. SHE STATED THAT THERE WERE SEVERAL OBSTRUCTIONS THAT COULD CREATE A WIND EFFECT. THE SURFACE WIND WAS FROM THE NORTHEAST AT FIVE KNOTS. THE AIRCRAFT LANDED HARD AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 159

1/08/82

LIBERTY, MO

A/C Reg. No. N7618P

Time (Lc1) - 1400 CST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - WINDSHEAR

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 155 1/26/82 ESSEX, MO

A/C Reg. No. N89772

Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0
0	0	0	0

Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass
Other

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/0/8 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - 25000 FT BROKEN
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
MT VERNON, IL
Destination
KENNETT, MO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 36
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 25 Last 24 Hrs - 6
Make/Model- 25 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT DEPARTED ON A SOLO, CROSS-COUNTRY FLIGHT. A COMFORT STOP WAS MADE AT AN ENROUTE AIRPORT DURING THE FIRST LEG OF THE FLIGHT. THE FLIGHT WAS THEN CONTINUED TO THE FIRST PRE-PLANNED DESTINATION. AFTER TAKING OFF ON THE SECOND LEG, THE STUDENT BECAME LOST AND LANDED AT THE FIRST AIRPORT THAT SHE SAW. AFTER LANDING, SHE LEARNED THAT SHE HAD GONE 60 MILES IN THE OPPOSITE DIRECTION. THE STUDENT THEN DEPARTED ON A FLIGHT BACK TO HER HOME BASE. ENROUTE SHE BECAME DISORIENTED. WITH NIGHT APPROACHING, SHE ELECTED TO LAND IN A FIELD. DURING THE LANDING ROLL AT DUSK, THE AIRCRAFT ROLLED INTO AN ADJACENT DARK COLORED FIELD. THE AIRCRAFT ENCOUNTERED FURROWS IN THE DARK COLORED FIELD AND NOSED OVER.

Brief of Accident (Continued)

File No. - 155

1/26/82

ESSEX,MO

A/C Reg. No. N89772

Time (Lcl) - 1700 CST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 2. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. LIGHT CONDITION - DUSK
 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 5. TERRAIN CONDITION - ROUGH/UNEVEN
 6. UNSUITABLE TERRAIN - SELECTED - 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) 1,6

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 160 1/28/82 WENTZVILLE, MO A/C Reg. No. N5333T Time (Lc1) - 2140 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0
Other 0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/005 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
KANKAKEE, IL
Destination
WENTZVILLE, MO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - UNK/NR
Type Approach Flown - CONTACT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
WENTZVILLE

Runway Ident - 18
Runway Lth/Wid - 2400/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 47
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 179
Last 24 Hrs - 2
Make/Model- 107
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS-COUNTRY FLIGHT, THE PILOT SWITCHED THE FUEL SELECTOR FROM BOTH TANKS TO THE RIGHT TANK TO BALANCE THE FUEL. AFTER THE TANKS WERE BALANCED, HE FAILED TO SWITCH THE SELECTOR BACK TO BOTH. DURING A NIGHT, FINAL APPROACH AT HIS DESTINATION, THE ENGINE LOST POWER FROM FUEL STARVATION WITH THE FUEL SELECTOR STILL POSITIONED TO THE RIGHT TANK. HE DID NOT SWITCH TO THE LEFT TANK OR BOTH TANKS TO RESTART THE ENGINE. HE WAS AWARE OF POWER LINES NEAR THE RUNWAY AND FOCUSED HIS FULL ATTENTION TO FLYING THE AIRCRAFT AND LOCATING THE POWER LINES. HE SPOTTED THE POWER LINES ON HIS FLIGHT PATH AND MANEUVERED UNDER THEM. THE AIRCRAFT WAS DAMAGED WHEN IT LANDED IN A CONSTRUCTION AREA AND CONTINUED INTO A CORN FIELD. IT CAME TO REST ABOUT 400 FT FROM THE RUNWAY.

Brief of Accident (Continued)

File No. - 160

1/28/82

WENTZVILLE, MO

A/C Reg. No. N5333T

Time (Lcl) - 2140 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. MANEUVER - PERFORMED - PILOT IN COMMAND
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 172 1/31/82 MALDEN,MO A/C Reg. No. N5005M Time (Lc1) - 1055 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING		Other	0	1	0
			0	0	0

-----Aircraft Information-----

Make/Model - BEECH 36	Eng Make/Model - CONTINENTAL IO-520-B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3650	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
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 - UNK/NR	LOUISVILLE,KY	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	HOT SPRINGS,AR	MALDEN MUNI
Wind Dir/Speed- 040/010 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 2.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 150
Cloud Conditions(1st) - 300 FT PART OBSC	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - ICE
Obstructions to Vision- UNK/NR	RADAR MONITORED	SNOW - CRUSTED
Precipitation - FREEZING RAIN		
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 - UNK/NR	Total - 2593
SE LAND	Months Since - UNK/NR	Make/Model- 2593
	Aircraft Type - UNK/NR	Instrument- 315
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS BRIEFED ON THE ENROUTE WEATHER PRIOR TO DEPARTURE. RECORDS INDICATE THAT SIGMETS ON ICING AND TURBULENCE ALONG THE ROUTE WERE PROVIDED TO THE PILOT. WHEN THE PILOT ENCOUNTERED ICING CONDITIONS IN FLIGHT, HE CONTINUED INSTEAD OF TURNING BACK TO NON-ICING CONDITIONS. STRUCTURAL ICE ACCUMULATED VERY RAPIDLY. VECTORS WERE REQUESTED AND RECEIVED TO FLY TO THE NEAREST AIRPORT. THE PILOT REPORTED THAT MORE ICE ACCUMULATED DURING THE DESCENT AND HE WAS UNABLE TO SEE THROUGH THE WINDSHIELD. A CRASH LANDING WAS MADE ACROSS THE RUNWAY. WITNESSES REPORTED A THICK COVERING OF STRUCTURAL ICE ON THE AIRCRAFT WRECKAGE AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 172

1/31/82

MALDEN, MO

A/C Reg. No. N5005M

Time (Lc1) - 1055 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - ICING CONDITIONS
3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
5. WING - ICE
6. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 156 2/06/82 SPRINGFIELD, MO A/C Reg. No. N7041C Time (Lcl) - 1506 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0
Other		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 250/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHANUTE, KS
Destination
SPRINGFIELD, MO

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - TOWER
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

SPRINGFIELD MUNICIPAL
Runway Ident - 31
Runway Lth/Wid - 5598 -UNK/NR
Runway Surface - ASPHALT
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 31
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 24 Last 24 Hrs - 2
Make/Model- 24 Last 30 Days- 24
Instrument- 1 Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ON RUNWAY 31, THE STUDENT PILOT PERCEIVED THAT HE WAS HIGH. HE MOVED HIS TOUCHDOWN POINT DOWN THE RUNWAY TO THE INTERSECTION WITH RUNWAY 19. THERE WAS AN ICY SPOT AT THE TOUCHDOWN POINT ON THE INTERSECTION. AFTER TOUCHDOWN, THE AIRCRAFT VEERED TO THE LEFT, RAN OFF THE RUNWAY, AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 156

2/06/82

SPRINGFIELD,MO

A/C Reg. No. N7041C

Time (Lc1) - 1506 CST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 169 2/07/82 CAPE GIRARDEAU, MO A/C Reg. No. N5272B Time (Lcl) - 1345 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0
Other		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 180/012 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 25000 FT BROKEN
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - CONTROLLED VFR
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity

ON AIRPORT

Airport Data

CAPE GIRARDEAU MUNICIPAL
Runway Ident - 20
Runway Lth/Wid - 4000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 25
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7 Last 24 Hrs - 7
Make/Model- 7 Last 30 Days- 7
Instrument- 0 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

DURING HIS SECOND SOLO FLIGHT, THE STUDENT PILOT LANDED IN A SLIGHT LEFT QUARTERING HEADWIND. HE STATED THAT HE HAD LEFT RUDDER APPLIED ON TOUCHDOWN AND THE AIRCRAFT VEERED LEFT INTO A SNOWBANK AND NOSE OVER.

Brief of Accident (Continued)

File No. - 169

2/07/82

CAPE GIRARDEAU, MO

A/C Reg. No. N5272B

Time (Lc1) - 1345 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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. - 161 2/11/82 CHESTERFIELD, MO A/C Reg. No. N757YE Time (Lcl) - 1110 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL - SOLO	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
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	CHESTERFIELD, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SPIRIT OF ST. LOUIS
Wind Dir/Speed- 260/007 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 20
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 20
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF FROM A TOUCH AND GO LANDING, THE ENGINE LOST POWER AT ABOUT 300 FT AGL. THE STUDENT PILOT WAS UNABLE TO RESTART THE ENGINE. THE AIRCRAFT WAS DAMAGED DURING A FORCED LANDING OFF OF THE RUNWAY. NO PRE-IMPACT ENGINE MALFUNCTIONS OR FAILURES WERE FOUND. THE PILOT STATED THAT HE HAD USED CARBURETOR HEAT FOR THE LANDING AND REMOVED IT FOR THE TAKEOFF.

Brief of Accident (Continued)

File No. - 161

2/11/82

CHESTERFIELD, MO

A/C Reg. No. N757YE

Time (Lc1) - 1110 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

-----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. - 162 2/13/82 MOBERLY, MO

A/C Reg. No. N4822B

Time (Lcl) - 1900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

Type of Operation - INSTRUCTIONAL - SOLO

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2E

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 180/009 KTS

Visibility - 0.0

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

BRADLEY

Runway Ident - 12

Runway Lth/Wid - 4680 -UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 30

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	37	Last 24 Hrs	-	1
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Make/Model-	37	Last 30 Days-	14
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Instrument-	1	Last 90 Days-	14
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD MADE FIVE LANDINGS PRIOR TO THE MISHAP. THE FINAL LANDING WAS MADE ON RUNWAY 12 AT NIGHT WITH THE WIND FROM 180 DEGREES AT NINE KNOTS. THERE WAS SNOW ON THE EDGES OF THE RUNWAY. THE PILOT REPORTED THAT HE FAILED TO KEEP THE PLANE IN THE CENTER OF THE RUNWAY, ENCOUNTERED SNOW, AND WAS PULLED INTO SNOW THAT WAS PILED BESIDE THE RUNWAY.

Brief of Accident (Continued)

File No. - 162

2/13/82

MOBERLY, MO

A/C Reg. No. N4822B

Time (Lc1) - 1900 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CROSSWIND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 164 2/14/82 CHESTERFIELD, MO A/C Reg. No. N18102 Time (Lc1) - 1105 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL - SOLO	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		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
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	SPIRIT OF ST. LOUIS
Wind Dir/Speed- 200/011 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Cloud Conditions(1st) - 20000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	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)
STUDENT	Current - N/A	Total - 17
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 3
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS MAKING A FULL-STOP PRACTICE LANDING ON RUNWAY 25. THE WIND WAS FROM 200 DEGREES AT 11 KNOTS. AFTER TOUCHDOWN, THE AIRCRAFT VEERED LEFT, HIT A SNOWBANK AT THE EDGE OF THE RUNWAY, AND WENT OVER ON ITS BACKS.

Brief of Accident (Continued)

File No. - 164

2/14/82

CHESTERFIELD, MO

A/C Reg. No. N18102

Time (Lc1) - 1105 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 168 2/15/82 CHESTERFIELD, MO A/C Reg. No. N24311 Time (Lcl) - 1117 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL - SOLO	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - TAKEOFF		Other 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 - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
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 - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	SPIRIT OF ST. LOUIS
Wind Dir/Speed- 230/006 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Cloud Conditions(1st) - 25000 FT BROKEN	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 24
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 24
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS MAKING A TOUCH AND GO LANDING. HE FAILED TO KEEP THE AIRCRAFT ON THE RUNWAY DURING THE TAKEOFF. THE PLANE DEPARTED THE RUNWAY TO THE LEFT AND RAN UP ONTO A SNOWBANK. THE RIGHT SIDE OF THE AIRCRAFT TIPPED DOWN. THE PROPELLER AND RIGHT WING WERE SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 168

2/15/82

CHESTERFIELD, MO

A/C Reg. No. N24311

Time (Lcl) - 1117 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 165 2/20/82 PERRYVILLE, MO A/C Reg. No. N2240K Time (Lcl) - 1515 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL - SOLO	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
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	DYERSBURG, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PERRYVILLE, MO	MUNICIPAL
Wind Dir/Speed- 220/012 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 12.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - 4500/ 160
Cloud Conditions(1st) - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - 10000 FT BROKEN	Type Approach Flown - VISUAL FULL CIRCUIT	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)
STUDENT	Current - N/A	Total - 44
	Months Since - N/A	Last 24 Hrs - 6
	Aircraft Type - N/A	Make/Model- 44
		Last 30 Days- 9
		Instrument- 1
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT LANDED ON RUNWAY 19 AT HIS HOME AIRPORT AFTER RETURNING FROM A SOLO CROSS-COUNTRY FLIGHT. THE WIND WAS FROM 220 DEGREES AT 12 KNOTS. AFTER TOUCHDOWN, THE AIRCRAFT DRIFTED TO THE RIGHT AND IMPACTED A SNOWBANK BESIDE THE RUNWAY.

Brief of Accident (Continued)

File No. - 165

2/20/82

PERRYVILLE, MO

A/C Reg. No. N2240K

Time (Lc1) - 1515 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 107 3/10/82 LEE'S SUMMIT, MO A/C Reg. No. N45078 Time (Lcl) - 1440 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

Crew

Pass

Other

0

0

0

0

Injuries

Serious

0

0

0

Minor

0

0

0

None

1

0

0

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 180/012 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - 25000 FT BROKEN

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

INDEPENDENCE, MO

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - UNK/NR

Airport Proximity

ON AIRPORT

Airport Data

MCCOMAS-LEE'S SUMMIT

Runway Ident - 18

Runway Lth/Wid - 3000/ 60

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 58

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 279

Make/Model- 106

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 47

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON LANDING THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY AND DOWN A BANK. THE NOSE GEAR ENTERED A DITCH CAUSING IT TO FAIL.

Brief of Accident (Continued)

File No. - 107

3/10/82

LEE'S SUMMIT, MO

A/C Reg. No. N45078

Time (Lc1) - 1440 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 163 3/17/82 THAYER, MO A/C Reg. No. N73828 Time (Lcl) - 1800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 10.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
HARRISON, AR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

THAYER MEMORIAL
Runway Ident - 27
Runway Lth/Wid - 4000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 69
Make/Model- 69
Instrument- UNK/NR
Last 24 Hrs - 7
Last 30 Days- UNK/NR
Last 90 Days- 69

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE PILOT'S SEAT SLID FULL AFT JUST AS THE AIRCRAFT BECAME AIRBORNE. THE PILOT WAS UNABLE TO REACH THE RUDDERS OR POWERPLANT CONTROLS AND COULD NOT CONTROL THE AIRCRAFT. THE PLANE CRASHED INTO TREES ON THE LEFT SIDE OF THE RUNWAY. NO PRE-IMPACT FAILURE OR DEFICIENCY WAS FOUND.

Brief of Accident (Continued)

File No. - 163

3/17/82

THAYER,MO

A/C Reg. No. N73828

Time (Lcl) - 1800 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUSELAGE,SEAT - NOT ENGAGED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 90 2/24/82 CLARKSDALE, MS A/C Reg. No. N8803H Time (Lcl) - 1330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	NONE	Crew 0	0	0	1
Accident Occurred During	-CRUISE		Pass 0	0	0	0
			Other 0	0	0	0

-----Aircraft Information-----

Make/Model	- EAGLE DW-1	Eng Make/Model	- LYCOMING IO-540	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1500	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
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	Runway Ident
Wind Dir/Speed	- 220/012 KTS	ATC/Airspace	- N/A
Visibility	- UNK/NR	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- 1500 FT UNK/NR	Type of Clearance	- N/A
Cloud Conditions(2nd)	- UNK/NR	Type Approach Flown	- N/A
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	Current - YES	Total - 13855	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 14	Make/Model - 278	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 80	Last 90 Days - 25
		Multi-Eng - UNK/NR	Rotorcraft - 62

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED NO INDICATION OF ENGINE MALFUNCTION DURING TAKEOFF AND CLIMB-OUT. HOWEVER, AFTER TURNING IN A DOWNWIND DIRECTION, HE NOTED A LOSS OF AIRSPEED AND POWER. HE STATED THAT THE POWER LOSS WAS SO GRADUAL THAT HE NOTICED NOTHING UNUSUAL UNTIL THE PLANE BEGAN LOSING AIRSPEED. HE TURNED AWAY FROM A WOODED AREA AND SWAMP GROUND. ALSO, HE TRIED TO DUMP THE DRY FERTILIZER, BUT REPORTED THAT THE MATERIAL APPARENTLY CHOKED UP IN THE SPREADER THROAT AND WOULD NOT DUMP. THE PILOT WAS FORCED TO LAND WITH A TAILWIND IN A MUDDY, CULTIVATED FIELD TO AVOID TREES AND HIGHLINE WIRES. DURING LANDING, THE PLANE NOSED OVER. AN INVESTIGATION REVEALED THAT THE NUMBER 4 CYLINDER FUEL INJECTOR NOZZLE LINE HAD SEPARATED NEAR THE FERRULE AT THE NOZZLE END. THE LINE FAILED FROM FATIGUE.

Brief of Accident (Continued)

File No. - 90

2/24/82

CLARKSDALE, MS

A/C Reg. No. N8803H

Time (Lcl) - 1330 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. FUEL SYSTEM, LINE - FATIGUE
2. FUEL SYSTEM, LINE - SEPARATION
3. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AERIAL APPLICATION EQUIPMENT - BLOCKED(TOTAL)
5. LOAD JETTISON - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. WEATHER CONDITION - TAILWIND
7. OBJECT - TREE(S)
8. OBJECT - WIRE, TRANSMISSION
9. TERRAIN CONDITION - SOFT
10. TERRAIN CONDITION - WET

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,9,10

Factor(s) relating to this accident is/are finding(s) 4,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 9 3/14/82 MAHEW,MS A/C Reg. No. N2965J Time (Lc1) - 0925 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED		Fatal	Injuries	
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During -MANEUVERING		Other	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T188C	Eng Make/Model - CONTINENTAL TS10-520T	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2500	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
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	COLUMBUS,MS	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	LOCAL	
Wind Dir/Speed- 090/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
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,ATP,CFI	Current - YES	Total - 8500
SE LAND,SE SEA,ME LAND,ME SEA	Months Since - 3	Make/Model- 4000
	Aircraft Type - UNK/NR	Instrument- 550
		Multi-Eng - 500
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING RETURN FLIGHT TO AIRPORT THE PILOT FLEW INTO A PREVIOUSLY TREATED FIELD FOR A CLEANUP SWATH RUN. APPROXIMATELY 1700 FEET FROM THE SOUTH END OF THE FIELD THE AIRCRAFT COLLIDED WITH A 3-STRAND STEEL TWISTED CABLE POWERLINE RUNNING EAST-WEST ACROSS THE FIELD.

Brief of Accident (Continued)

File No. - 9 3/14/82 MAHEW,MS

A/C Reg. No. N2965J

Time (Lcl) - 0925 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. OBJECT - WIRE,TRANSMISSION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 89 3/18/82 TERRY, MS A/C Reg. No. N86440 Time (Lcl) - 1100 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During	-TAKEOFF		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 1	Rated Power - 285 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">BERRYHILL</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2100 -UNK/NR</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 57</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 13</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 10062</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 9999</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 44</td> <td>Last 90 Days- 86</td> </tr> <tr> <td>Multi-Eng - 20</td> <td></td> </tr> </table>	Total - 10062	Last 24 Hrs - 1	Make/Model- 9999	Last 30 Days- UNK/NR	Instrument- 44	Last 90 Days- 86	Multi-Eng - 20	
Total - 10062	Last 24 Hrs - 1									
Make/Model- 9999	Last 30 Days- UNK/NR									
Instrument- 44	Last 90 Days- 86									
Multi-Eng - 20										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING DEPARTURE FROM A 2100 FT RUNWAY THE PILOT REALIZED THE PLANE WAS OVERLOADED FOR THE CONDITIONS. HE OPENED THE DUMP GATE ABOUT 100 FT FROM THE END OF THE RUNWAY. HOWEVER HE REPORTED THAT LUMPS OF FERTILIZER IN THE BOTTOM OF THE HOPPER PREVENTED THE LOAD FROM DUMPING. THE PILOT WAS UNABLE TO CLEAR A ROW OF HEDGE TREES ABOUT 350 FT FROM THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 89

3/18/82

TERRY, MS

A/C Reg. No. N86440

Time (Lc1) - 1100 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AERIAL APPLICATION EQUIPMENT - BLOCKED(TOTAL)
4. LOAD JETTISON - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - OBJECT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 84 1/26/82 HAVRE,MT

A/C Reg. No. N88202

Time (Lcl) - 1045 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - IN PERSON
Completeness - SELF
Basic Weather - VMC
Wind Dir/Speed- 330/012 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 400	Last 24 Hrs	- 1
Make/Model	- 365	Last 30 Days	- UNK/NR
Instrument	- 4	Last 90 Days	- 7

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAKING OFF TO HELP GATHER CATTLE, THE RIGHT AXLE FAILED AS THE LEFT WING WAS PICKED UP BY GUSTY WINDS. THE PLANE SPUN AROUND 180 DEGREES AND FLIPPED OVER. THE PILOT REPORTED THAT THE AXLES WERE NOT HEAVY ENOUGH FOR CONSISTENT ROUGH FIELD USE.

Brief of Accident (Continued)

File No. - 84

1/26/82

HAVRE, MT

A/C Reg. No. N88202

Time (Lc1) - 1045 MST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. LANDING GEAR, AXLE - FAILURE, TOTAL
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
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) 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. - 17 1/05/82 GASTONIA, NC A/C Reg. No. N2139T Time (Lcl) - 1250 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0
Other	0	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 330/006 KTS
Visibility - 25.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHARLOTTE, NC
Destination
FRANKLIN, NC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 55

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5525	Last 24 Hrs - 3
Make/Model- 3000	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 268
Multi-Eng - 1225	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLIGHT, THE ENGINE SURGED AND THE PROPELLER SPEED WENT TO 3000 RPM. THE PILOT RETARDED THE PROP CONTROL, AND MAINTAINED 2400 RPM. HE PROCEEDED TO THE GASTONIA AIRPORT AND LANDED WITHOUT FURTHER INCIDENT. A GROUND RUN-UP WAS MADE AND ALL INSTRUMENTS AND CONTROLS CHECKED NORMAL. HOWEVER, THE PILOT DID NOT SHUTDOWN THE ENGINE OR EXIT THE AIRCRAFT. A WITNESS OBSERVED OIL ON THE AIRCRAFT, BUT BEFORE HE GOT TO THE PLANE, THE PILOT TOOK-OFF. THE WITNESS SAW OIL ON THE RAMP WHERE THE AIRCRAFT HAD STOPPED. LATER AT 1600 FEET MSL, THE ENGINE WENT TO 3000 RPM AND THE PILOT NOTED A DROP IN OIL PRESSURE. IMMEDIATELY, THE ENGINE BEGAN TO KNOCK AND LOSE POWER. THE LEFT GEAR FAILED DURING LANDING IN A SMALL PASTURE. INVESTIGATION REVEALED OIL HAD ESCAPED FROM THE BASE OF THE OIL FILTER, WHERE THE OIL SEAL WAS OUT OF ITS GROOVE. A 100 HOUR INSPECTION HAD BEEN PERFORMED ON THE PREVIOUS DAY.

Brief of Accident (Continued)

File No. - 17

1/05/82

GASTONIA,NC

A/C Reg. No. N2139T

Time (Lc1) - 1250 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL SEAL - LEAK
2. 100 HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
3. PROPELLER SYSTEM/ACCESSORIES,HYDRAULIC PITCH CTL - FLUCTUATING
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. PLANNING-DECISION - POOR - PILOT IN COMMAND
6. FLUID,OIL - EXHAUSTION
7. ENGINE ASSEMBLY - FAILURE,PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6,7

Factor(s) relating to this accident is/are finding(s) 8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 93 3/17/82 MIDLAND, NC

A/C Reg. No. N6449A

Time (Lcl) - 1900 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0
Other	0	0	0	0	0

Type of Operation - PARACHUTE JUMPING

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire

NONE

-----Aircraft Information-----

Make/Model - CESSNA 182

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2550

No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - UNK/NR

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- VARIABLE-UNK/NR

Visibility - 20.0 SM

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

METROLINA PARA-CENTER

Runway Ident - 30

Runway Lth/Wid - 2000 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - SOFT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 19

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1398

Make/Model- 1320

Instrument- 10

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED LANDING ON A SOFT, SLICK RUNWAY AT DUSK AFTER RETURNING FROM A PARACHUTE JUMPING MISSION. THE AIRCRAFT WAS LANDED OFF OF THE CENTER OF THE RUNWAY AND VEERED LEFT IN SOFT TERRAIN. THE NOSEWHEEL SANK IN MUD AS THE PLANE CROSSED A SHALLOW DITCH AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 93

3/17/82

MIDLAND, NC

A/C Reg. No. N6449A

Time (Lc1) - 1900 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DUSK
2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
5. 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) 2,5

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. - 95 3/25/82 OMAHA, NE A/C Reg. No. N21932 Time (Lcl) - 1750 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1
Other	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/015 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 6000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

MILLARD
Runway Ident - 30
Runway Lth/Wid - 3800/ 75
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1600
Make/Model- 365
Instrument- 312
Multi-Eng - 550
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 103
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A MAXIMUM ANGLE CLIMB AFTER LIFT-OFF, THE AIRCRAFT STALLED WHILE CLIMBING THROUGH ABOUT 200 TO 300 FT AGL. THE PILOT STATED THAT HE LOWERED THE NOSE TO OBTAIN A FASTER AIRSPEED. HOWEVER, HE BELIEVED THAT THE PLANE DESCENDED INTO DIMINISHING HEADWINDS WHILE MAINTAINING A CONSTANT GROUND SPEED. THE AIRCRAFT CRASHED ABOUT 10 FT RIGHT AND ABOUT HALFWAY DOWN THE RUNWAY.

Brief of Accident (Continued)

File No. - 95

3/25/82

OMAHA, NE

A/C Reg. No. N21932

Time (Lcl) - 1750 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 174 1/19/82 ENFIELD, NH A/C Reg. No. N68292 Time (Lcl) - 1245 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0
Other	0	0	0	0	0

Type of Operation -INSTRUCTIONAL - SOLO

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 115 HP

ELT Installed/Activated - YES/YES

Stall Warning System - UNK/NR

Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/030 KTS

Visibility - 0.0

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MANCHESTER, NH

Destination

BURLINGTON, VT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 25

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	25	Last 24 Hrs -	0
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Make/Model-	19	Last 30 Days-	UNK/NR
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Instrument-	0	Last 90 Days-	9
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE STUDENT PILOT WAS ON A SOLO CROSS-COUNTRY FLIGHT, THE ENGINE LOST POWER AND THEN RAN INTERMITTENTLY. THE POWER LOSS OCCURRED WHILE THE PLANE WAS OVER A SNOW COVERED LAKE AT 6500 FT MSL. THE PILOT ELECTED TO LAND ON THE LAKE. AFTER TOUCHDOWN, THE GEAR CAUGHT IN THE SNOW AND THE AIRCRAFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 174

1/19/82

ENFIELD,NH

A/C Reg. No. N68292

Time (Lc1) - 1245 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 189 3/09/82 JAFFREY,NH A/C Reg. No. N9256C Time (Lcl) - 1515 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1
Other	0	0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

Crew
Pass
Other

-----Aircraft Information-----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - 2.0 SM
Cloud Conditions(1st) - 2500 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- UNK/NR
Precipitation - SNOW SHOWER
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
STOW,MA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

JAFFREY MUNI
Runway Ident - 34
Runway Lth/Wid - 3000/ 50
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5520
Make/Model- 1050
Instrument- 219
Multi-Eng - 14
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE ENGINE LOST POWER AT ABOUT 40 TO 50 FT AGL. THE AIRCRAFT WAS LANDED BACK ON THE RUNWAY WITH ABOUT 400 FT REMAINING. IT HIT A SNOWBANK AT THE END OF THE RUNWAY AT ABOUT 40 TO 50 KNOTS. THE PLANE BOUNCED AND CAME TO REST AFTER TRAVELING ABOUT ANOTHER 50 FT. THE LANDING GEAR WAS TORN OFF AND THERE WAS DAMAGE TO THE UNDER SIDE OF THE AIRCRAFT, ENGINE COWL, FIRE WALL, WING SPAR, AND HORIZONTAL STABILIZER.

Brief of Accident (Continued)

File No. - 189

3/09/82

JAFFREY,NH

A/C Reg. No. N9256C

Time (Lc1) - 1515 EST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK

Occurrence #4 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 177 1/26/82 SUSSEX, NJ A/C Reg. No. N5989W Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal		Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING		Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
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	SUSSEX
Wind Dir/Speed- 310/015 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3510/ 75
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - SNOW - COMPACTED
Obstructions to Vision- NONE		
Precipitation - NONE		
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 - 96
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 96
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING FROM A LOCAL FLIGHT, THE PILOT LANDED ON RUNWAY 03 WITH THE WIND FROM 310 DEGREES AT 15 GUSTING 20 KNOTS. THE RUNWAY HAD BEEN PLOWED, BUT IT WAS ABOUT 60 PERCENT COVERED WITH PATCHES OF SNOW. THE PILOT REPORTED THAT DURING THE LANDING ROLL, A GUST OF WIND PUSHED THE PLANE TO THE SIDE. THE RIGHT WHEEL HIT A SNOWBANK TURNING THE AIRCRAFT FURTHER RIGHT AND RESULTING IN SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 177

1/26/82

SUSSEX, NJ

A/C Reg. No. N5989W

Time (Lc1) - 1500 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
 4. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
-

-----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. - 179 1/31/82 CALDWELL,NJ A/C Reg. No. N17065 Time (Lcl) - 1130 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL - DUAL	Fire	0	0	0	2
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	TETERBORO,NY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CALDWELL,NJ	ESSEX COUNTY AIRPORT
Wind Dir/Speed- 330/015 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4550/ 80
Cloud Conditions(1st) - 5000 FT BROKEN	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 404
ME LAND	Months Since - UNK/NR	Make/Model- 372
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 16
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PILOT WAS AT THE CONTROLS DURING A LANDING ON RUNWAY 04. THE WIND WAS FROM 330 DEGREES AT 15 KNOTS. THE INSTRUCTOR REPORTED THAT THE PLANE WAS SLIPPED TO THE LEFT ON SHORT FINAL, AND SHORTLY THEREAFTER, THE RIGHT WHEEL STRUCK A SNOWBANK. THE STUDENT APPLIED FULL POWER AND THE AIRCRAFT DRIFTED TO THE RIGHT AND STRUCK ANOTHER SNOWBANK ON THE RIGHT SIDE. THE INSTRUCTOR TRIED TO MAINTAIN CONTROL BUT WAS TOO LATE. THE AIRCRAFT IMPACTED SNOW AND OVERTURNED.

Brief of Accident (Continued)

File No. - 179

1/31/82

CALDWELL, NJ

A/C Reg. No. N17065

Time (Lc1) - 1130 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
2. AILERON - IMPROPER USE OF - DUAL STUDENT
3. TERRAIN CONDITION - SNOWBANK
4. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

5. ABORTED LANDING - INITIATED - DUAL STUDENT
6. TERRAIN CONDITION - SNOWBANK
7. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - SNOW COVERED
9. PROPER ASSISTANCE - 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) 1,2,4,9

Factor(s) relating to this accident is/are finding(s) 3,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 185 2/07/82 WRIGHTSTOWN,NJ A/C Reg. No. N738QM Time (Lc1) - 1245 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	4
Accident Occurred During -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	MCGUIRE AFB
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 7155/ 150
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - UNK/NR
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 - 81
SE LAND	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 81
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT RETURNED FROM A LOCAL FLIGHT WITH FOUR PASSENGERS ON BOARD. THE AIRCRAFT GROSS WEIGHT WAS NEAR THE MAXIMUM LIMIT AND THE CENTER OF GRAVITY WAS NEAR THE FORWARD LIMIT. THE PILOT ENTERED THE TRAFFIC PATTERN FOR LANDING ON RUNWAY 36. THE WIND WAS FROM 270 DEGREES AT 10 GUSTING 21 KTS. ON FINAL, THE PILOT HAD LOWERED THE FLAPS TO 20 DEGREES AND THE AIRSPEED WAS AT 60 KTS. ACCORDING TO THE PILOT, THE AIRCRAFT WAS DRIFTING TO THE RIGHT WHEN HE APPLIED LEFT AILERON AND RIGHT RUDDER TO CORRECT FOR THE DRIFT. AT AN ALTITUDE OF ABOUT 50 FT, A DECISION WAS MADE TO GO-AROUND. HE APPLIED FULL POWER AND TURNED THE CARBURETOR HEAT OFF. THE PILOT STATED THAT THE PLANE SETTLED TO 5 FT AGL AND THE SPEED INCREASED TO 80 KTS. THE FLAPS WERE RAISED, THE TRIM WAS NEUTRALIZED, AND THE PLANE DRIFTED RIGHT. THE PILOT STATED HE WAS UNABLE TO APPLY ENOUGH BACK PRESSURE TO PULL UP. THE PLANE TOUCHED DOWN ON AN INACTIVE RUNWAY, BECAME AIRBORNE AGAIN, THEN TOUCHED DOWN NOSE FIRST AT THE EDGE OF THE RAMP.

Brief of Accident (Continued)

File No. - 185

2/07/82

WRIGHTSTOWN,NJ

A/C Reg. No. N738QM

Time (Lc1) - 1245 EST

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 182 3/10/82 PITTSTOWN, NJ A/C Reg. No. N8787F Time (Lcl) - 1445 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - SOLO				
Flight Conducted Under	-14 CFR 91	Crew	0	0	0
Accident Occurred During	-LANDING	Pass	0	0	0
		Other	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-151
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/005 KTS
Visibility - 8.0 SM
Cloud Conditions(1st) - 2500 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALEXANDRIA, NJ
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

ALEXANDRIA
Runway Ident - 12
Runway Lth/Wid - 2000/ 20
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 49
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	86
Last 24 Hrs	0
Make/Model-	36
Instrument-	0
Last 30 Days-	UNK/NR
Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ARRIVING FROM ALEXANDRIA, NJ WITH AN INSTRUCTOR PILOT, THE STUDENT MADE TWO PRACTICE LANDING AT THE PITTSTOWN AIRPORT WITHOUT INCIDENT. HOWEVER, ON A SUBSEQUENT SOLO FLIGHT, THE STUDENT PILOT LANDED LONG ON THE 2000 FT RUNWAY. HE STATED THAT HE RAN OFF THE RUNWAY, LOST CONTROL IN MUD, AND STRUCK A PARKED CESSNA 170. ALSO, HE REPORTED THAT THE SHORT RUNWAY, MUD AT THE SIDE OF THE RUNWAY, AND DOWNHILL SLOPE OF THE RUNWAY WERE FACTORS. THE PLANE RAN OFF THE SIDE OF THE RUNWAY BEFORE HITTING THE CESSNA.

Brief of Accident (Continued)

File No. - 182

3/10/82

PITTSTOWN,NJ

A/C Reg. No. N8787F

Time (Lc1) - 1445 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DOWNHILL
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ABRUPT MANEUVER
Phase of Operation LANDING - ROLL

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - WET
 6. TERRAIN CONDITION - SOFT
-

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - AIRCRAFT PARKED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 109 1/01/82 HOBBS,NM A/C Reg. No. N44832 Time (Lc1) - 1330 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING		Other	0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-320-D3G	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2325	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 180/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- 9000 FT BROKEN	Type of Clearance	- N/A
Cloud Conditions(2nd)	- NONE	Type Approach Flown	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 37	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 37	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 8

Instrument Rating(s) - NONE

-----Narrative-----

ON FINAL APPROACH TO A GRAVEL ROAD THE MAIN LANDING GEAR COLLIDED WITH THE UPPER STRAND OF A POWERLINE. THE AIRCRAFT CRASHED IN A PASTURE ADJACENT TO THE ROAD. THE STUDENT PILOT WAS ATTEMPTING TO LAND AT A FAMILY RANCH.

Brief of Accident (Continued)

File No. - 109

1/01/82

HOBBS,NM

A/C Reg. No. N44832

Time (Lc1) - 1330 MST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - WIRE,TRANSMISSION

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 112 1/04/82 ESTANCIA, NM A/C Reg. No. N32335 Time (Lcl) - 1225 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew
Pass
Other

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-CIC
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 250/022 KTS
Visibility - 60.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AUSTIN, TX
Destination
ALBUQUERQUE, NM

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ESTANCIA MUNICIPAL
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 21
Biennial Flight Review
Current - YES
Months Since - 25
Aircraft Type - CESSNA

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 211
Make/Model- 11
Instrument- 4
Multi-Eng - 26
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE EXPERIENCED AN ENGINE STOPPAGE IN FLIGHT AND ATTEMPTED TO LAND ON A DIRT ROAD. BOTH FUEL TANKS WERE FOUND EMPTY AND A TOTAL OF 3 TO 4 OUNCES OF FUEL WAS DRAINED FROM THE AIRCRAFT FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 112

1/04/82

ESTANCIA,NM

A/C Reg. No. N32335

Time (Lcl) - 1225 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - FENCE

Occurrence #4 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 111 1/13/82 HOBBS,NM A/C Reg. No. N2396W Time (Lc1) - 1710 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	3
Other	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH A23-24
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A2B
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - UNK/NR
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

LEA COUNTY HOBBS
Runway Ident - 21
Runway Lth/Wid - 7399/ 150
Runway Surface - ASPHALT
Runway Status - ICE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 23
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	-	34	Last 24 Hrs -	0
Make/Model-	9		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	34

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED TO TAKEOFF ON A RUNWAY WITH ICY PATCHES, LOST CONTROL AND SLID OFF THE SIDE INTO A SNOWBANK.
THE PILOT DID NOT POSSESS ANY TYPE OF PILOTS CERTIFICATE DUE TO THE FACT THAT HE COULD NOT PASS A MEDICAL EXAMINATION.

Brief of Accident (Continued)

File No. - 111

1/13/82

HOBBS,NM

A/C Reg. No. N2396W

Time (Lcl) - 1710 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK

Occurrence #3 GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 88 1/31/82 ALBUQUERQUE,NM A/C Reg. No. N89963 Time (Lc1) - 1250 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	2
Pass	0	0	0	0
Other	0	0	0	0

Type of Operation - INSTRUCTIONAL - DUAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - TAXI

Fire
NONE

Crew
Pass
Other

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1675

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK

Method - TELEPHONE

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 220/009 KTS

Visibility - 60.0 SM

Cloud Conditions(1st) - 25000 FT BROKEN

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ALBUQUERQUE,NM

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

ALBUQUERQUE INTL.

Runway Ident - 30

Runway Lth/Wid - 5395/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flown - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2590 Last 24 Hrs - 1

Make/Model- 340 Last 30 Days- UNK/NR

Instrument- 120 Last 90 Days- 221

Multi-Eng - 110

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR ELECTED TO USE A 2800 TO 3200 FT ROAD AS A LANDING STRIP TO PRACTICE A LANDING AND TAKEOFF. THE INSTRUCTOR HAD USED THE ROAD MANY TIMES BEFORE AND CONSIDERED IT AN IDEAL PRACTICE AREA. THE ROAD HAD BEEN RECENTLY GRADED, WAS LOCATED AWAY FROM POPULATED AREAS, AND WAS AT AN ELEVATION OF ABOUT 5300 FT. AFTER DEMONSTRATING AN OFF FIELD LANDING, THE INSTRUCTOR BEGAN A TAKEOFF TO THE NORTH. THE WIND WAS FROM 220 DEGREES AT 9 KNOTS. A SOFT FIELD TECHNIQUE WAS USED DURING THE FIRST 1/4 OF THE TAKEOFF. THE INSTRUCTOR REPORTED REALIZING A MISTAKE AND SWITCHED TO A SHORT FIELD TECHNIQUE AND CONTINUED THE TAKEOFF. DURING ROTATION, THE NOSE GEAR CONTACTED A GRADE OF DIRT WITH A LOUD BANG. THE INSTRUCTOR SUSPECTED POSSIBLE DAMAGE AND MADE THE LANDING AFTER RETURNING TO THE AIRPORT. DURING LANDING, THE AIRCRAFT VEERED LEFT AS THE NOSE SETTLED TO THE RUNWAY. HOWEVER, THE AIRCRAFT WAS CONTROLLED BY USING RUDDER. THE PILOT REPORTED TAXIING WITH LITTLE DIFFICULTY UNTIL THE NOSE GEAR COLLAPSED DURING A RIGHT TURN.

Brief of Accident (Continued)

File No. - 88

1/31/82

ALBUQUERQUE,NM

A/C Reg. No. N89963

Time (Lc1) - 1250 MST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. TERRAIN CONDITION - DIRT BANK
5. ABORT - NOT PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

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) 2,5

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. - 125 2/13/82 NAVAJO DAM,NM A/C Reg. No. N8862 Time (Lcl) - 1530 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point DURANGO,CO	
Method - N/A	Destination NAVAJO DAM,NM	Airport Data
Completeness - N/A		NAVAJO STATE PARK
Basic Weather - VMC	ATC/Airspace	Runway Ident - 24
Wind Dir/Speed- UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 60
Visibility - 75.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(1st) - 25000 FT SCATTERED	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - SNOW - CRUSTED
Cloud Conditions(2nd) - UNK/NR		SNOW - WET
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 - YES	Total - 600
SE LAND	Months Since - 23	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 270
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED AT AN UNATTENDED AIRPORT ON WHAT HE THOUGHT TO BE APPROXIMATELY 2 INCHES OF SNOW. IT TURNED OUT TO BE 8 INCHES AND THE AIRCRAFT TURNED OVER ON LANDING.

Brief of Accident (Continued)

File No. - 125

2/13/82

NAVAJO DAM,NM

A/C Reg. No. N8862

Time (Lc1) - 1530 MST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 175 1/03/82 WHITE PLAINS, NY A/C Reg. No. N7125D Time (Lc1) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	.1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - MAULE M-5-235C	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	WESTCHESTER COUNTY
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 3000 FT UNK/NR	Type of Clearance - TOWER	Runway Surface - UNK/NR
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 204
SE LAND, SE SEA	Months Since - 13	Make/Model- 58
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING FROM A SHORT LOCAL FLIGHT, THE PILOT LANDED IN LIGHT AND VARIABLE WIND CONDITIONS. DURING LANDING, THE AIRCRAFT BOUNCED AND GROUND LOOPED. THE LEFT MAIN GEAR FAILED AND THE LEFT WING AND PROPELLER WERE DAMAGED.

Brief of Accident (Continued)

File No. - 175

1/03/82

WHITE PLAINS, NY

A/C Reg. No. N7125D

Time (Lc1) - 1530 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 188 2/15/82 SCHROON LAKE,NY A/C Reg. No. N201UM Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B60
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 15.0 SM
Cloud Conditions(1st) - 10000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CALDWELL,NJ
Destination
SCHROON LAKE,NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

SCHROON LAKE
Runway Ident - 34
Runway Lth/Wid - 3164/ 50
Runway Surface - ASPHALT
Runway Status - ICE
SNOW - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 38

Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 937	Last 24 Hrs - 0
Make/Model-	1	Last 30 Days- UNK/NR
Instrument-	57	Last 90 Days- 8
Multi-Eng -	90	

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PILOT MADE TWO PASSES OVER THE AIRPORT TO INSURE THAT THE RUNWAY HAD BEEN PLOWED (SNOW REMOVED). HE LANDED ON A 3164 FT RUNWAY IN LIGHT AND VARIABLE WIND CONDITIONS. THE RUNWAY WAS COVERED WITH ICE AND WET SNOW. THE LEFT BRAKE WAS INEFFECTIVE DURING THE LANDING ROLL. TO PREVENT SKIDDING OFF THE RIGHT SIDE OF THE RUNWAY, THE RIGHT BRAKE WAS NOT USED. WHEN THE PILOT SAW AN ICE AND SNOW OBSTRUCTION AT THE END OF THE RUNWAY, HE APPLIED FULL POWER TO GO-AROUND. DURING THE GO-AROUND, THE PLANE STRUCK THE TOP OF A SNOWBANK, THEN STALLED INTO TREES ABOUT 100 FT FROM THE END OF THE RUNWAY. AN INSPECTION AND TEST REVEALED THE LEFT BRAKING ACTION WAS ABOUT 60 TO 65 PERCENT OF THAT OF THE RIGHT BRAKE, BUT SUFFICIENT TO LOCK THE BRAKE.

Brief of Accident (Continued)

File No. - 188

2/15/82

SCHROON LAKE, NY

A/C Reg. No. N201UM

Time (Lc1) - 1400 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
6. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 191 2/18/82 SCOTIA, NY A/C Reg. No. N510PE Time (Lcl) - 1820 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		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
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	OFF AIRPORT/STRIP
Method - N/A	ALBANY, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SCHENECTADY, NY	Runway Ident - N/A
Wind Dir/Speed- 180/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 1390
SE LAND	Months Since - 6	Make/Model- 350
	Aircraft Type - UNK/NR	Instrument- 312
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 0
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL APPROACH, THE ENGINE LOST POWER AS THE PILOT PUSHED THE PROP CONTROL TO HIGH RPM. THE PILOT INITIATED EMERGENCY PROCEDURES BUT WAS UNABLE TO RESTART THE ENGINE. ALL SWITCHES WERE TURNED OFF AND THE AIRCRAFT WAS PULLED UP TO A FULL STALL AND LANDED IN A TREE.

Brief of Accident (Continued)

File No. - 191

2/18/82

SCOTIA, NY

A/C Reg. No. N510PE

Time (Lc1) - 1820 EST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LIGHT CONDITION - DUSK
3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 73 1/08/82 SANDUSKY, OH A/C Reg. No. N737LH Time (Lcl) - 1150 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1
Other	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - PATWAS
Method - TELEPHONE
Completeness - SELF
Basic Weather - VMC
Wind Dir/Speed- 230/020 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CLEVELAND, OH
Destination
SANDUSKY, OH

Airport Proximity
ON AIRPORT

Airport Data

GRIFFING-SANDUSKY
Runway Ident - 27
Runway Lth/Wid - 3565/ 60
Runway Surface - ASPHALT
Runway Status - ICE
SNOW - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 76
Make/Model- 14
Instrument- 2
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE WIND WAS FROM THE SOUTH-SOUTHWEST AT 15, GUSTING 20 KNOTS. THE FIXED BASE OPERATOR HAD ADVISED ALL PILOTS TO USE RUNWAY 18. AFTER ARRIVING, THE PILOT OF N737LH SAW ANOTHER AIRCRAFT USING RUNWAY 27 AND ELECTED TO LAND ON THAT RUNWAY. HE NOTED A LEFT CROSSWIND ON FINAL APPROACH AND CORRECTED ACCORDINGLY. AFTER TOUCHDOWN ON THE ICE COVERED RUNWAY, THE WIND BLEW THE AIRCRAFT TO THE RIGHT. THE PLANE DEPARTED THE RUNWAY, HIT A SNOWBERM, AND FLIPPED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 73

1/08/82

SANDUSKY, OH

A/C Reg. No. N737LH

Time (Lc1) - 1150 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - GUSTS
 3. WEATHER CONDITION - CROSSWIND
 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 5. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SNOWBANK
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 37 2/15/82 OTTAWA,OH A/C Reg. No. N3859B Time (Lcl) - 1040 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/015 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 12000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAMILTON,OH
Destination
OTTAWA,OH

Airport Proximity
ON AIRPORT

Airport Data

PUTNAM COUNTY
Runway Ident - 27
Runway Lth/Wid - 3000 -UNK/NR
Runway Surface - MACADAM
Runway Status - DRY
ICE

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - UNK/NR
Type Approach Flown - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 62
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 780	Last 24 Hrs	- 1
Make/Model-	128	Last 30 Days-	UNK/NR
Instrument-	11	Last 90 Days-	3
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CONTACTED A 4-FOOT SNOWBERM LOCATED BETWEEN THE APPROACH LIGHTS AND THE END OF THE PAVEMENT DURING THE APPROACH. THE PILOT WAS AWARE OF THE SNOW BERM BY THE PUBLISHED NOTAM.

Brief of Accident (Continued)

File No. - 37 2/15/82 OTTAWA,OH

A/C Reg. No. N3859B

Time (Lc1) - 1040 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
3. TERRAIN CONDITION - SNOWBANK
4. NOTAMS - ISSUED - AIRPORT PERSONNEL

-----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. - 42 2/16/82 COLUMBUS, OH

A/C Reg. No. N3DS

Time (Lcl) - 1704 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	2
Other	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH 90
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 9300
No. of Seats - 8

Eng Make/Model - P & W PT6A-6
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 500 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - RADIO
Completeness - SELF
Basic Weather - IMC

Itinerary

Last Departure Point
ATLANTA, GA
Destination
MANSFIELD, OH

Airport Proximity
ON AIRPORT

Airport Data

PORT COLUMBUS
Runway Ident - 28
Runway Lth/Wid - 10701/ 150
Runway Surface - ASPHALT
Runway Status - WET

Wind Dir/Speed- 070/008 KTS

Visibility - 2.0 SM

Cloud Conditions(1st) - 300 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - NONE

Type Approach Flown - ILS - COMPLETE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 59

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6034

Make/Model- 46

Instrument- 296

Multi-Eng - 1662

Last 24 Hrs - 9

Last 30 Days- UNK/NR

Last 90 Days- 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITH OAT 25 DEGREES BELOW ZERO AND THE AIRCRAFT FLYING THROUGH HEAVY RAIN THE PILOT REPORTED THE ELEVATOR TRIM TAB BECAME INOPERATIVE. WHILE ATTEMPTING TO STABILIZE THE AIRCRAFT MANUALLY DURING AN ILS APPROACH THE AIRCRAFT DESCENDED BELOW GLIDESLOPE AND COLLIDED WITH A 35 FOOT TV ANTENNA 2 TO 3 MILES FROM THE RUNWAY. THE PILOT EXECUTED A MISSED APPROACH AND EVENTUALLY ELECTED TO FLY TO HIS ORIGINAL ALTERNATE, COLUMBUS. ON FINAL, THE TOWER PERSONNEL OBSERVED THE NOSE GEAR NOT FULLY EXTENDED AND NOTIFIED THE PILOT. BOTH ENGINES WERE FEATHERED AND UPON TOUCHDOWN THE NOSE GEAR COLLAPSED. INVESTIGATION REVEALED N3DS HAD BEEN CLEARED FOR A DME/ILS TO 7000 FEET BUT NO FINAL APPROACH CLEARANCE HAD EVER BEEN ISSUED.

Brief of Accident (Continued)

File No. - 42

2/16/82

COLUMBUS, OH

A/C Reg. No. N3DS

Time (Lc1) - 1704 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - TEMPERATURE EXTREMES
3. WEATHER CONDITION - ICING CONDITIONS

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

4. FLIGHT CONTROL, ELEVATOR TAB SURFACE - FROZEN
5. FLT CONTROL SYST, ELEVATOR TAB CONTROL (TRIM) - MOVEMENT RESTRICTED
6. ELEVATOR TRIM - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
9. OBJECT - ELECT TOWER
10. DECISION HEIGHT - BELOW - PILOT IN COMMAND
11. MISSED APPROACH - INITIATED - PILOT IN COMMAND

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

12. LANDING GEAR, NOSE GEAR - PREVIOUS DAMAGE
13. LANDING GEAR, NOSE GEAR - UNLOCKED
14. GEAR DOWN AND LOCKED - 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) 8, 10, 12, 13

Factor(s) relating to this accident is/are finding(s) 1, 2, 3, 4, 5, 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 40 2/22/82 ELYRIA, OH A/C Reg. No. N25743 Time (Lcl) - 1455 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-INSTRUCTIONAL - DUAL	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
			Other 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 - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/010 KTS</p> <p>Visibility - 5.0 SM</p> <p>Cloud Conditions(1st) - 3000 FT SCATTERED</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point STRONGVILLE, OH</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data ELYRIA</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 3060/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, CFI</p> <p>SE LAND</p>	<p>Age - 19</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 296</p> <p>Make/Model- 167</p> <p>Instrument- 45</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 9</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING FLARE THE STUDENT OVERCORRECTED WITH FULL AFT ELEVATOR. THE AIRCRAFT PITCHED UP, THE INSTRUCTOR APPLIED FULL POWER, AND THE AIRCRAFT BOUNCED AND DRIFTED INTO A SNOW BANK. THE INSTRUCTOR WAS REPORTED TO HAVE ABOUT 20 HOURS INSTRUCTING.

Brief of Accident (Continued)

File No. - 40

2/22/82

ELYRIA, OH

A/C Reg. No. N25743

Time (Lc1) - 1455 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ELEVATOR - EXCESSIVE - DUAL STUDENT
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI)
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
-

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 44 2/22/82 CLEVELAND, OH A/C Reg. No. N8035J Time (Lc1) - 2208 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Fatal	Injuries		
ON-DEMAND AIR TAXI	SUBSTANTIAL		Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-60	Eng Make/Model - LYCOMING IO-540-K1F5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 4700	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 8	Rated Power - 290 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - RADIO	SAME AS ACC/INC	
Completeness - SELF	Destination	Airport Data
Basic Weather - VMC	INDIANAPOLIS, IN	CLEVELAND-HOPKINS INTL.
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6411/ 150
Cloud Conditions(1st) - 8500 FT BROKEN	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3207
SE LAND, ME LAND	Months Since - 17	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model - 45
		Last 30 Days- UNK/NR
		Instrument- 729
		Last 90 Days- 299
		Multi-Eng - 1957

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF ROLL FROM A DRY RUNWAY THE PILOT REPORTED THE AIRCRAFT STARTED VEERING TO THE LEFT. THE PILOT ATTEMPTED TO STRAIGHTEN THE AIRCRAFT WITH POWER & BRAKES TO NO AVAIL THEN PUSHED IN THROTTLE IN AN ATTEMPT TO FLY OUT. THE AIRCRAFT DEPARTED THE RUNWAY, WENT THROUGH A SNOWBANK, A SNOW FENCE, AND SLID ACROSS A TAXIWAY.

Brief of Accident (Continued)

File No. - 44

2/22/82

CLEVELAND, OH

A/C Reg. No. N8035J

Time (Lc1) - 2208 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 31 2/23/82 OXFORD, OH

A/C Reg. No. N68298

Time (Lcl) - 1615 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0
Other	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-6-2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/006 KTS
Visibility - 8.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARRISON SOCIAL, INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

MIAMI UNIVERSITY
Runway Ident - 04
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 176	Last 24 Hrs	- 1
Make/Model-	134	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A NORMAL LANDING THE PILOT RETRACTED THE FLAPS AND OPENED THE THROTTLE. AS THE AIRCRAFT GAINED SPEED IT STARTED DRIFTING OFF THE RUNWAY. THE PILOT ATTEMPTED TO CORRECT WITH RUDDER BUT THE AIRCRAFT VEERED OFF THE RUNWAY. POWER WAS REDUCED BEFORE THE NOSE WHEEL DUG INTO THE SOFT MUD AND THE AIRCRAFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 31 2/23/82 OXFORD,OH

A/C Reg. No. N68298

Time (Lc1) - 1615 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. GO-AROUND - PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

Finding(s)

4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 30 2/27/82 CINCINNATI, OH

A/C Reg. No. N1522W

Time (Lcl) - 1720 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	1	0	2
Other	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - BARNES FIREFLY-7
Landing Gear - N/A
Max Gross Wt - UNK/NR
No. of Seats - 0

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/008 KTS
Visibility - 8.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL

Age - 37
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - HOT AIR

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 160	Last 24 Hrs -	1
Make/Model-	154	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	3

FREE BALLOON

Instrument Rating(s) - NONE

-----Narrative-----

PILOT STATED THAT AFTER A NORMAL INFLATION, BEFORE THE BALLOON WAS HOT ENOUGH TO SUSTAIN FLIGHT, A GUST OF WIND BLEW IT INTO A SCHOOL BUILDING. AFTER STRIKING THE BUILDING, THE BALLOON WAS DRAGGED THROUGH A LINE OF TREES.

Brief of Accident (Continued)

File No. - 30

2/27/82

CINCINNATI, OH

A/C Reg. No. N1522W

Time (Lc1) - 1720 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. OBJECT - BUILDING(NONRESIDENTIAL)

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

4. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 38 3/13/82 BRYAN,OH

A/C Reg. No. N707MA

Time (Lcl) - 0130 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	2
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 12500
No. of Seats - 8

Eng Make/Model - P & W PT6A-41
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 850 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 140/006 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - 5000 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

CHICAGO,IL

Destination

BRYAN,OH

Airport Proximity

ON AIRPORT

Airport Data

BRYAN-WILLIAMS CO.

Runway Ident - 07

Runway Lth/Wid - 5000/ 100

Runway Surface - ASPHALT

Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - RADAR ADVISORIES

Type Approach Flown - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - BE-200

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8347

Make/Model- 396

Instrument- 1098

Multi-Eng - 6500

Last 24 Hrs - 3

Last 30 Days- 49

Last 90 Days- 84

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TOUCHING DOWN THE AIRCRAFT ENCOUNTERED A PUDDLE OF WATER 5-7 INCHES DEEP ON THE RUNWAY. THE AIRCRAFT WAS PULLED INTO A SNOWBANK ON THE LEFT SIDE OF THE RUNWAY AFTER WHICH THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 38

3/13/82

BRYAN, OH

A/C Reg. No. N707MA

Time (Lc1) - 0130 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - UNCONTROLLED - 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. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 117 1/02/82 CHICKASHA,OK A/C Reg. No. N4876K Time (Lcl) - 0336 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Other

Fatal

1

0

0

Injuries

Serious

0

0

0

Minor

0

0

0

None

0

0

0

-----Aircraft Information-----

Make/Model - NAVION A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 225 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - UNK/NR

Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 153/023 KTS

Visibility - 2.0 SM

Cloud Conditions(1st) - 200 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LAWTON,OK

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DEPARTED FROM A PRIVATE AIRPORT 2 MILES SOUTH OF CHICKASHA AT 0330. AT 0336 POWER WAS INTERRUPTED ON ELECTRIC POWER LINES SOUTHWEST OF CHICKASHA. THE WRECKAGE WAS FOUND 6 MILES SOUTH AND 4 AND 1/2 MILES WEST OF CHICKASHA A FEW FEET WEST OF A 35 FOOT POWERLINE. A 5 FOOT SECTION OF THE RIGHT WINGTIP HAD BEEN SHEARED OFF AND THE TOP POWERLINE WAS BROKEN.

Brief of Accident (Continued)

File No. - 117

1/02/82

CHICKASHA,OK

A/C Reg. No. N4876K

Time (Lc1) - 0336 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. OBJECT - WIRE,TRANSMISSION
 3. PROPER ALTITUDE - NOT OBTAINED - PILOT IN COMMAND
 4. LIGHT CONDITION - DARK NIGHT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 126 2/23/82 KINGFISHER,OK A/C Reg. No. N7178A Time (Lcl) - 1410 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2075
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 335/020 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NORMAN,OK
Destination
KINGFISHER,OK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
KINGFISHER

Runway Ident - 17
Runway Lth/Wid - 2600/ 450
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 47
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 81	Last 24 Hrs	- 1
Make/Model-	81	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED HE READ THE WIND DIRECTION AS COMING FROM THE SOUTH AND LANDED ACCORDINGLY. THE AIRCRAFT LANDED DOWNWIND, THE NOSE WHEEL DUG IN AND COLLAPSED, AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 126

2/23/82

KINGFISHER,OK

A/C Reg. No. N7178A

Time (Lc1) - 1410 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
 4. LANDING GEAR,NOSE GEAR - OVERLOAD
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 193 1/28/82 SUNRIVER,OR A/C Reg. No. N4604N Time (Lcl) - 0745 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-INSTRUCTIONAL - DUAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	2
Accident Occurred During	-TAKEOFF		Pass 0	0	0	0
			Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 340A	Eng Make/Model - CONTINENTAL TS10-520-NB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5990	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - UNK/NR</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LAVERNE,CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data SUNRIVER</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 4500/ 55</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - SNOW - DRY</p>
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-----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 - 2084
SE LAND,ME LAND	Months Since - 10	Make/Model- 50
	Aircraft Type - C-414	Instrument- 180
		Multi-Eng - 429
		Last 24 Hrs - 0
		Last 30 Days- 5
		Last 90 Days- 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR WAS PROVIDING DUAL INSTRUCTION TO A PRIVATE PILOT WITH NO PREVIOUS TIME IN THIS NOR ANY MULTI-ENGINE AIRCRAFT. ALSO, THE PRIVATE PILOT HAD NOT FLOWN WITHIN THE PREVIOUS 90 DAYS. HE INITIATED A TAKEOFF ON RUNWAY 18 WITH THE WIND FROM 210 DEGREES AT 5 KNOTS. THE RUNWAY WAS COVERED WITH PACKED DRY SNOW. IT CONTAINED RUTS AND HAD HIGH SNOW PILED ALONG THE EDGES. WHILE ROLLING, THE AIRCRAFT DRIFTED LEFT AND THE LEFT WING STRUCK A SNOWBANK. THE PLANE THEN VEERED OFF THE RUNWAY AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 193

1/28/82

SUNRIVER,OR

A/C Reg. No. N4604N

Time (Lc1) - 0745 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
4. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - DUAL STUDENT
5. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
6. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

7. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 178 1/02/82 GALETON, PA A/C Reg. No. N25084 Time (Lcl) - 1100 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2075
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 0.0
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KEYSTONE PARK, PA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - UNK/NR
Type Approach Flown - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

CHERRY SPRINGS
Runway Ident - 28
Runway Lth/Wid - 3200/ 165
Runway Surface - GRASS/TURF
Runway Status - SNOW - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 24

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 80	Last 24 Hrs	- 0
Make/Model-	4	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF FROM THE ORIGINAL DEPARTURE POINT, THE PILOT FLEW TO A LOCAL AIRPORT AND LANDED ON RUNWAY 28. THE RUNWAY WAS COVERED WITH SNOW AND THE WINDS WERE FROM 270 DEGREES AT 10 KNOTS. AFTER LANDING, THE PILOT TAXIED BACK FOR TAKEOFF. WHILE IN A RIGHT TURN WITH REDUCED POWER AND A TAILWIND, THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 178

1/02/82

GALETON, PA

A/C Reg. No. N25084

Time (Lcl) - 1100 EST

Occurrence NOSE OVER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 180 1/15/82 BUTLER,PA

A/C Reg. No. N4875B

Time (Lc1) - 1710 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 310
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4600
No. of Seats - 5

Eng Make/Model - CONTINENTAL O-470
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 240 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - DUSK

Itinerary

Last Departure Point
FT. PIERCE,FL
Destination
BUTLER,PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

BUTLER ROE
Runway Ident - 36
Runway Lth/Wid - 2600/ 38
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1094
Make/Model- 452
Instrument- 69
Multi-Eng - 508
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ARRIVED AT THE DESTINATION AT DUSK. HE CIRCLED THE AIRPORT AT PATTERN ALTITUDE TO CHECK THE WIND AND RUNWAY CONDITION. HE NOTED THAT THE RUNWAY WAS COVERED WITH SNOW. A LONG APPROACH WAS MADE TO RUNWAY 36 IN A CALM WIND CONDITION. JUST PRIOR TO LANDING, THE PILOT HEARD A "THUMP" AS THE AIRCRAFT CROSSED A PERIMETER ROAD THAT WAS PERPENDICULAR TO THE RUNWAY. THE "THUMP" OCCURRED WHEN THE PLANE STRUCK AN AUTOMOBILE. THE PILOT CONTINUED AND WAS ABLE TO MAINTAIN DIRECTIONAL CONTROL DURING THE LANDING. THERE WAS SUBSTANTIAL DAMAGE TO THE LEFT MAIN LANDING GEAR, LEFT WING, AND LEFT PROPELLER, THE AUTOMOBILE'S ROOF, WINDSHIELD, AND A FENDER WERE DAMAGED. THERE WERE NO INJURIES TO THE OCCUPANTS' OF THE AIRCRAFT OR AUTOMOBILE.

Brief of Accident (Continued)

File No. - 180

1/15/82

BUTLER,PA

A/C Reg. No. N4875B

Time (Lc1) - 1710 EST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DUSK
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - VEHICLE

-----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. - 190 2/14/82 FACTORYVILLE, PA A/C Reg. No. N14908 Time (Lcl) - 0930 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	0	2
Accident Occurred During	-LANDING		Pass 0	0	0	1
			Other 0	0	0	0

-----Aircraft Information-----

Make/Model	- BELLANCA 17-30A	Eng Make/Model	- CONTINENTAL IO-520K	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 3000	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- UNK/NR
No. of Seats	- 4	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 2.0 SM</p> <p>Cloud Conditions(1st) - 1300 FT OVERCAST</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - SNOW</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point WILKES-BARRE, PA</p> <p>Destination FACTORYVILLE, PA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data SEAMANS</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 2000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - SNOW - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1046</p> <p>Make/Model- 502</p> <p>Instrument- 70</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 5</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE PREVIOUS FLIGHT, THERE WAS A LANDING GEAR MALFUNCTION. A MECHANIC CHECKED THE GEAR AND A DECISION WAS MADE TO FLY THE PLANE WITH THE GEAR DOWN TO ANOTHER AIRPORT FOR MAINTENANCE. DURING THE SUBSEQUENT FLIGHT, THE "GEAR DOWN" SPEED WAS NOT EXCEEDED. WHILE LANDING, THE AIRCRAFT TOUCHED DOWN ON THE MAIN GEAR ABOUT 10 FT SHORT OF THE RUNWAY. THE PLANE BOUNCED, AND ON THE SECOND TOUCHDOWN, THE LEFT GEAR COLLAPSED. AN EXAMINATION REVEALED THAT THE BRUSHES IN THE LANDING GEAR POWER PACK WERE COMPLETELY WORN. NO OTHER PRE-CRASH GEAR PROBLEMS WERE FOUND.

Brief of Accident (Continued)

File No. - 190

2/14/82

FACTORYVILLE, PA

A/C Reg. No. N14908

Time (Lc1) - 0930 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - SNOW
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LEVEL OFF - IMPROPER - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 187 2/19/82 MOUNT POCONO, PA A/C Reg. No. N8226A Time (Lc1) - 1930 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	2
Accident Occurred During - LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-44-180T	Eng Make/Model - LYCOMING IO-360-E1AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
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 - TELEPHONE	MIDDLETOWN, PA	
Completeness - SELF	Destination	Airport Data
Basic Weather - IMC	MOUNT POCONO, PA	POCONO MOUNTAINS MUNI
Wind Dir/Speed- 080/050 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 2.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2600/ 60
Cloud Conditions(1st) - 1000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - ICE
Obstructions to Vision- BLOWING SNOW		SNOW - DRY
Precipitation - SNOW		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 921
SE LAND,ME LAND	Months Since - 9	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 50
		Instrument- 117
		Last 30 Days- UNK/NR
		Last 90 Days- 103
		Multi-Eng - 82
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKEOFF, THE PILOT GOT A WEATHER BRIEFING AND CALLED THE AIRPORT MANAGER AT THE DESTINATION. REPORTEDLY, THE DESTINATION AIRPORT WAS OPEN AND USABLE AT THAT TIME. IN FLIGHT, THE PILOT ASKED ATC ABOUT REPORTS OF ICING IN THE MT POCONO AREA AND GOT A NEGATIVE REPLY. WHILE DESCENDING TO THE DESTINATION, RIME ICE ACCUMULATED ON THE PLANE. DUE TO THE EXTRA WEIGHT, THE PILOT HELD 100 KTS ON FINAL APPROACH AND TOUCHED DOWN 100 TO 200 FT PAST THE THRESHOLD. THE 2600 FT RUNWAY APPEARED TO BE COVERED WITH ONLY LIGHT SNOW, BUT AS THE BRAKES WERE APPLIED, THE PILOT REALIZED THERE WAS POWDER SNOW OVER GLARE ICE. HE CONSIDERED, BUT REJECTED, A POSSIBLE GO-AROUND SINCE THERE WAS ICE ON THE PLANE AND TREES AT THE END OF THE RUNWAY. ALSO, IT WAS A DARK NIGHT AND THE PILOT WAS UNFAMILIAR WITH RISING TERRAIN NEAR THE AIRPORT. HE WAS UNABLE TO STOP ON THE RUNWAY. THE PLANE CONTINUED OFF THE END AND THE NOSEWHEEL HIT A DITCH AND FAILED. RUNWAY 05 ON THE AIRPORT WAS 4000 FT LONG, BUT WOULD HAVE REQUIRED A CIRCLING APPROACH.

Brief of Accident (Continued)

File No. - 187

2/19/82

MOUNT POCONO, PA

A/C Reg. No. N8226A

Time (Lc1) - 1930 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - ICING CONDITIONS
3. WING - ICE

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 176 2/27/82 EASTON, PA A/C Reg. No. N9344T Time (Lcl) - 1045 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - INSTRUCTIONAL - DUAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF		Other	0	0	0
			0	0	0

-----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 - UNK/NR
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	EASTON
Wind Dir/Speed- 225/015 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 50
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1074
SE LAND,ME LAND	Months Since - 5	Make/Model- 292
	Aircraft Type - UNK/NR	Instrument- 81
		Multi-Eng - 58
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 168

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A TAKEOFF WAS INITIATED ON RUNWAY 17 WITH THE WIND FROM THE SOUTHWEST AT 15 KNOTS. DURING THE TAKEOFF ROLL, CONTROL OF THE AIRCRAFT WAS LOST WHEN A GUST OF WIND WAS ENCOUNTERED. THE PLANE STRUCK A SNOWBANK BESIDE THE RUNWAY AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 176

2/27/82

EASTON, PA

A/C Reg. No. N9344T

Time (Lc1) - 1045 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

-----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. - 181 3/12/82 ALLENTOWN, PA A/C Reg. No. N2402C Time (Lcl) - 1100 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-LA2
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/014 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - 4000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

QUEEN CITY
Runway Ident - 25
Runway Lth/Wid - 3950/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 38
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 43 Last 24 Hrs - 0
Make/Model- 37 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TAKEOFFS AND LANDINGS ON RUNWAY 25 IN CROSSWIND CONDITIONS. THE WIND WAS FROM 330 DEGREES AT 14 KNOTS. ON ONE OF THE LANDINGS, THE AIRCRAFT BOUNCED DURING TOUCHDOWN. THE PILOT REPORTEDLY ADDED A SMALL AMOUNT OF POWER FOR A SMOOTHER TOUCHDOWN, BUT FAILED TO COMPENSATE FOR THE CROSSWIND. TO AVOID LANDING OFF OF THE RUNWAY, HE APPLIED FULL POWER AND RAISED THE NOSE. THE PILOT HEARD THE STALL WARNING HORN AND LOWERED THE NOSE TO PREVENT A STALL. THE PLANE COLLIDED WITH BUSHES AND A DIRT BANK ON THE LEFT SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 181

3/12/82

ALLENTOWN, PA

A/C Reg. No. N2402C

Time (Lc1) - 1100 EST

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GO-AROUND - DELAYED - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 137 2/15/82 SAN JUAN,PR A/C Reg. No. N21732 Time (Lcl) - 1240 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING		Other	0	0	0	0

-----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	Weather Radar - NO
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	ON AIRPORT
Method - IN PERSON	ROOSEVELT ROADS,PR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAN JUAN,PR	SAN JUAN INTL
Wind Dir/Speed- 110/015 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 10000/ 150
Cloud Conditions(1st) - 2500 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 71
SE LAND	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 31
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

ON FINAL APPROACH THE TOWER CONTROLLER TOLD THE FLIGHT THAT OTHER AIRCRAFT HAD REPORTED WIND SHEAR BELOW 800 FEET. THE PILOT LANDED THE AIRCRAFT AND RAN OFF THE RIGHT SIDE OF THE RUNWAY. THE PILOT REPORTED WIND GUSTS TO 21 KNOTS.

Brief of Accident (Continued)

File No. - 137

2/15/82

SAN JUAN, PR

A/C Reg. No. N21732

Time (Lcl) - 1240 AST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. WEATHER CONDITION - GUSTS
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. ABORTED 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) 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. - 14 1/08/82 GRANTITEVILLE, SC A/C Reg. No. N25225 Time (Lcl) - 1210 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL - SOLO	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING		Other 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 - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - UNK/NR	Last Departure Point CHESTER, SC	
Method - UNK/NR	Destination AIKEN, SC	Airport Data
Completeness - UNK/NR		TWIN LAKES
Basic Weather - VMC	ATC/Airspace	Runway Ident - 24
Wind Dir/Speed- 360/015 KTS	Type of Flight Plan - VFR	Runway Lth/Wid - 5000 -UNK/NR
Visibility - 7.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(1st) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Cloud Conditions(2nd) - UNK/NR		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 43
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 43
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS UNABLE TO FIND THE AIRPORT AT HIS INTENDED DESTINATION. HE SAW ANOTHER AIRPORT AND ELECTED TO LAND. A NO-FLAP APPROACH WAS MADE TO RWY 24 WITH A NORTH WIND. THE AIRCRAFT TOUCHED DOWN ABOUT 500 FEET FROM THE DEPARTURE END AND THEN BECAME AIRBORNE AGAIN. IT TOUCHED DOWN AGAIN A FEW FEET FROM THE END OF THE RUNWAY, SKIDDED INTO AN EMBANKMENT AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 14

1/08/82

GRANTITEVILLE, SC

A/C Reg. No. N25225

Time (Lc1) - 1210 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DIRT BANK

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) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 26 2/14/82 RIDGELAND, SC

A/C Reg. No. N2552U

Time (Lcl) - 0930 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	3
Other 0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
TWIN LAKE, NC
Destination
DAYTONA BEACH, FL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

RIDGELAND MUNICIPAL
Runway Ident - 21
Runway Lth/Wid - 3100/ 70
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 160	Last 24 Hrs - 0
Make/Model- 10	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHING DOWN ON THE FIRST 1/3RD OF THE 3100 FOOT RUNWAY THE PILOT STATED THAT HE LOST HIS BRAKES. THE AIRCRAFT WENT OFF THE DEPARTURE END OF THE RUNWAY DOWN A 25 FOOT EMBANKMENT AND TURNED OVER. EXAMINATION OF THE WHEEL BRAKE SYSTEM INCLUDING PUSHING THE AIRCRAFT DID NOT REVEAL ANY MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 26

2/14/82

RIDGELAND, SC

A/C Reg. No. N2552U

Time (Lcl) - 0930 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DOWNHILL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 11 3/17/82 LYDIA, SC

A/C Reg. No. N4029R

Time (Lcl) - 1735 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 137	Pass 0	0	0	0
Accident Occurred During	-LANDING	Other 0	0	0	0

-----Aircraft Information-----

Make/Model - HILLER UH12E
Landing Gear - SKID
Max Gross Wt - 2750
No. of Seats - 3

Eng Make/Model - LYCOMING VO-540-C2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 305 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND
HELICOPTER

Age - 40

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8230	Last 24 Hrs	- 8
Make/Model-	550	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	86
		Rotorcraft	- 7950

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS APPLYING LIQUID FERTILIZER ON HIS LAST SWATH RUN PRIOR TO RELOADING WHEN THE ENGINE STOPPED. A RUN-ON LANDING WAS ATTEMPTED DURING WHICH THE SKIDS SANK INTO THE SOFT GROUND CAUSING THE HELICOPTER TO ROLL OVER. THE FIELD WAS LEVEL AND COVERED WITH 8-10 INCH HIGH WHEAT. INSPECTION OF THE ENGINE REVEALED NO FUEL IN THE RIGHT CARBURETOR, 2 OUNCES IN THE LEFT CARBURETOR, NO INDICATIONS OF FUEL LEAKS, AND .9 GALLONS OF FUEL IN THE FUEL TANK.

Brief of Accident (Continued)

File No. - 11

3/17/82 LYDIA, SC

A/C Reg. No. N4029R

Time (Lc1) - 1735 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. RUN ON LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - CROP
5. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 20 2/08/82 NASHVILLE, TN A/C Reg. No. N60427 Time (Lc1) - 1050 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - SOLO	Fire		Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		Pass 0	0	0	0
Accident Occurred During	-TAKEOFF			Other 0	0	0	1

-----Aircraft Information-----

Make/Model	- BEECH C-23	Eng Make/Model	- LYCOMING O-360-A4K	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
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	NASHVILLE METRO
Wind Dir/Speed- 160/007 KTS	ATC/Airspace	Runway Ident - 20L
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4304/ 150
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 22
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 22
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT OCCURRED WHILE THE PILOT WAS MAKING A TOUCH AND GO LANDING ON HIS SECOND SUPERVISED SOLO FLIGHT. AFTER TOUCHDOWN ON HIS FIRST LANDING, THE PILOT INADVERTENTLY PULLED BACK ON THE CONTROL YOKE WHILE ADDING POWER AND RAISING THE FLAPS. THE NOSE WHEEL RAISED AND THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY. THE NOSE AND LEFT MAIN GEAR FAILED AS THE AIRCRAFT SKIDDED THROUGH A DITCH THAT WAS LOCATED BETWEEN THE RUNWAY AND A PARALLEL TAXIWAY.

Brief of Accident (Continued)

File No. - 20 2/08/82 NASHVILLE,TN

A/C Reg. No. N60427

Time (Lc1) - 1050 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
2. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - DITCH

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

7. LANDING GEAR,MAIN GEAR - OVERLOAD
8. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 8 3/07/82 KINGSTON, TN

A/C Reg. No. N2150Q

Time (Lcl) - 1515 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	1	0	0
Pass 0	0	0	0
Other 0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew
Pass
Other

-----Aircraft Information-----

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/012 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 7000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
KINGSTON, TN
Destination
KNOXVILLE, TN
ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - UNK/NR
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 628
Make/Model- 422
Instrument- 226
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLIGHT A GEAR TOOTH FROM THE ALUMINUM IDLER GEAR IN THE ENGINE OIL PUMP FAILED. THIS LOCKED THE OIL PUMP CAUSING FAILURE OF THE MAIN DRIVE GEAR. THE AIRCRAFT LANDED IN ROUGH TERRAIN WITH GULLEYS.

Brief of Accident (Continued)

File No. - 8 3/07/82 KINGSTON, TN A/C Reg. No. N2150Q Time (Lcl) - 1515 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL PRESSURE PUMP - FAILURE,TOTAL
 2. LUBRICATING SYSTEM,OIL PRESSURE PUMP - MOVEMENT RESTRICTED
 3. LUBRICATING SYSTEM,OIL PRESSURE PUMP - JAMMED
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident.
is/are finding(s) 1,2,3

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. - 19 3/08/82 MURFREESBORO,TN A/C Reg. No. N75029 Time (Lcl) - 1345 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 180 -UNK/NR
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JACKSONVILLE,FL
Destination
NASHVILLE,TN

Airport Proximity
ON AIRPORT

Airport Data

MURFREESBORO MUNICIPAL
Runway Ident - 18
Runway Lth/Wid - 3700 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR/IFR
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 780
Last 24 Hrs - 4
Make/Model- 160
Last 30 Days- UNK/NR
Instrument- 140
Last 90 Days- 25
Multi-Eng - 260

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ESTIMATED HIS FUEL CONSUMPTION TO BE 10 GAL/HR. THE ACTUAL CONSUMPTION WAS ABOUT 12 GAL/HR. APPROXIMATELY 20 MILES FROM HIS DESTINATION, HE DECIDED TO MAKE AN ENROUTE STOP FOR FUEL. WHILE TURNING TO FINAL APPROACH FOR LANDING, THE ENGINE QUIT. FROM THAT POINT, THE PILOT WAS UNABLE TO LAND ON THE RUNWAY. THE AIRCRAFT STRUCK A TREE APPROXIMATELY 300 FEET SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 19

3/08/82

MURFREESBORO, TN

A/C Reg. No. N75029

Time (Lcl) - 1345 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 105 1/03/82 FORT WORTH, TX A/C Reg. No. N71054 Time (Lc1) - 1545 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	2	0
Accident Occurred During	-LANDING		Pass 0	0	0	0
			Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL D-470R	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2850	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/014 KTS</p> <p>Visibility - 7.0 SM</p> <p>Cloud Conditions(1st) - UNK/NR</p> <p>Cloud Conditions(2nd) - 8000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point LAREDO, TX</p> <p>Destination FORT WORTH, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - UNK/NR</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data OAK GROVE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 61</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - NON-VALID MEDICAL</p> <p>Flight Time (Hours)</p> <p>Total - 3000</p> <p>Make/Model- 500</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
--	--	--

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS STATED THAT THE PILOT HAD ATTEMPTED TO LAND ON THE NORTH-SOUTH RUNWAY BUT WAS UNABLE TO STAY ON THE RUNWAY. THE PILOT THEN ATTEMPTED TO LAND INTO THE WIND ON AN EAST-WEST ASPHALT TAXIWAY BUT THE AIRCRAFT TOUCHED DOWN SHORT.

Brief of Accident (Continued)

File No. - 105

1/03/82

FORT WORTH, TX

A/C Reg. No. N71054

Time (Lcl) - 1545 CST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 110 1/09/82 TOMBALL, TX

A/C Reg. No. N55489

Time (Lcl) - 1745 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew 0
Pass 0
Other 0

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2
0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-34
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 7

Eng Make/Model - LYCOMING IO-360-CLEG
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 340/006 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

DAVID WAYNE HOOKS
Runway Ident - 17
Runway Lth/Wid - 5340/ 110
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP, COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 43
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5200
Make/Model- 60
Instrument- 2900
Multi-Eng - 3300
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 78
Rotorcraft - 1300

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

AFTER BEING CLEARED BY THE TOWER TO TAXI ONTO THE RUNWAY FROM AN UNLIGHTED TAXIWAY THE RIGHT MAIN LANDING GEAR FELL INTO A HOLE. CONSTRUCTION WORK WAS BEING DONE IN THE AREA AND NO WARNING LIGHTS HAD BEEN ERECTED. THE PILOT STATED THAT THE TOWER PERSONNEL HAD TOLD THE CONSTRUCTION CREW TO PUT UP MARKERS ON SEVERAL OCCASIONS BUT THAT THEY FAILED TO DO SO.

Brief of Accident (Continued)

File No. - 110

1/09/82

TOMBALL, TX

A/C Reg. No. N55489

Time (Lc1) - 1745 CST

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. AIRPORT FACILITIES, TAXIWAY CONDITION - FOREIGN SUBSTANCE COVERED
 2. AIRPORT FACILITIES, TAXIWAY MARKING - INADEQUATE
 3. AIRPORT FACILITIES, TAXIWAY LIGHTING - UNAVAILABLE
 4. AIRPORT OPERATIONS - INADEQUATE - AIRPORT PERSONNEL
-

-----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. - 103 1/09/82 FRUIT VALE, TX A/C Reg. No. N7355A Time (Lcl) - 1715 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	2
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- CONTINENTAL O-300A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 225/005 KTS</p> <p>Visibility - 5.0 SM</p> <p>Cloud Conditions(1st) - UNK/NR</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">PRIVATE STRIP</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 4000 -UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 49</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - UNK/NR</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 89</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 46</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 3</td> <td>Last 90 Days- 20</td> </tr> </table>	Total - 89	Last 24 Hrs - 1	Make/Model- 46	Last 30 Days- UNK/NR	Instrument- 3	Last 90 Days- 20
Total - 89	Last 24 Hrs - 1							
Make/Model- 46	Last 30 Days- UNK/NR							
Instrument- 3	Last 90 Days- 20							

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE APPROACH HE WAS MOMENTARILY BLINDED BY THE SUN. THE AIRCRAFT COLLIDED WITH THE TOP WIRE ON A FENCE AT THE END OF THE RUNWAY PULLING IT DOWN ONTO THE RUNWAY.

Brief of Accident (Continued)

File No. - 103

1/09/82

FRUIT VALE, TX

A/C Reg. No. N7355A

Time (Lc1) - 1715 CST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - SUNGLARE
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - FENCE
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 118 1/12/82 ADDISON, TX A/C Reg. No. N8678M Time (Lcl) - 1423 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	0	0	0	1
Other	0	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH P35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470N
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 185 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 020/006 KTS
Visibility - 2.0 SM
Cloud Conditions(1st) - 400 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EL PASO, TX
Destination
ADDISON, TX

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Approach Flown - ILS - COMPLETE

Airport Proximity
ON AIRPORT

Airport Data

ADDISON
Runway Ident - 15
Runway Lth/Wid - 7000 -UNK/NR
Runway Surface - MACADAM
Runway Status - ICE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	929	Last 24 Hrs -	3
Make/Model-	321		Last 30 Days-	UNK/NR
Instrument-	148		Last 90 Days-	34
Multi-Eng -	10			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS ATTEMPTING TO GO AROUND FROM AN ILS APPROACH WHEN THE PILOT MADE VISUAL CONTACT WITH THE RUNWAY. THE PILOT ATTEMPTED TO LAND, STALLED THE AIRCRAFT, AND DROPPED TO THE RUNWAY. ICE HAD ACCUMULATED ON THE LEADING EDGE OF THE WINGS, THE TAIL, AND THE RADIO ANTENNA.

Brief of Accident (Continued)

File No. - 118

1/12/82

ADDISON, TX

A/C Reg. No. N8678M

Time (Lc1) - 1423 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WING, SKIN - ICE
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
3. WEATHER CONDITION - ICING CONDITIONS

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 115 1/20/82 MIDLAND, TX

A/C Reg. No. N5350M

Time (Lcl) - 1510 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0
Other	0	0	0	0	0

Type of Operation - INSTRUCTIONAL - SOLO

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire

NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/008 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 12000 FT BROKEN
Cloud Conditions(2nd) - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

MIDLAND AIRPARK
Runway Ident - 25
Runway Lth/Wid - 5810/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 35

Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 13	Last 24 Hrs	- 1
Make/Model-	10	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	13

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE STUDENT'S FIRST SUPERVISED SOLO FLIGHT HE LANDED NORMALLY BUT LOST CONTROL PRIOR TO ADDING POWER FOR A TOUCH AND GO LANDING. THE AIRCRAFT RAN OFF THE RUNWAY AND COLLIDED WITH A PILE OF GRAVEL COMING TO REST INVERTED.

Brief of Accident (Continued)

File No. - 115

1/20/82

MIDLAND, TX

A/C Reg. No. N5350M

Time (Lc1) - 1510 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - OBJECT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 122

1/23/82

HOUSTON, TX

A/C Reg. No. N2536K

Time (Lcl) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - DEMONSTRATION
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 010/010 KTS
Visibility - 0.0
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

WEISER
Runway Ident - 34
Runway Lth/Wid - 2000/ 100
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
CFI, COMMERCIAL
SE LAND, ME LAND

Age - 44

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1006	Last 24 Hrs	-	0
Make/Model	-	301	Last 30 Days	-	UNK/NR
Instrument	-	142	Last 90 Days	-	51
Multi-Eng	-	5			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED HE ENCOUNTERED WINDSHEAR WHILE ON SHORT FINAL FOR LANDING. THE ADDITION OF FULL THROTTLE BY THE PILOT WAS INSUFFICIENT TO STOP THE DESCENT BEFORE THE AIRCRAFT IMPACTED A SMALL TREE.

Brief of Accident (Continued)

File No. - 122

1/23/82

HOUSTON, TX

A/C Reg. No. N2536K

Time (Lcl) - 1300 CST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. ABORTED LANDING - DELAYED - PILOT IN COMMAND
5. GO-AROUND - INITIATED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

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) 2,3,4,5

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. - 108 1/31/82 MCKINNEY, TX A/C Reg. No. N6409M Time (Lc1) - 1115 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation - INSTRUCTIONAL - SOLO	Fire	Crew	Fatal	Injuries Serious	Minor	None	
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During - LANDING		Other	0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
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	MCKINNEY
Wind Dir/Speed- 315/008 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- HAZE		
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 - 28
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 28
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

DURING LOCAL SOLO FLIGHT THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY RESULTING IN SUBSTANTIAL DAMAGE TO THE CESSNA. THE WINDS WERE GUSTING FROM 8 TO 13 KNOTS 35 DEGREES TO THE LEFT OF THE RUNWAY HEADING.

Brief of Accident (Continued)

File No. - 108

1/31/82

MCKINNEY, TX

A/C Reg. No. N6409M

Time (Lcl) - 1115 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 121 2/02/82 DRYDEN, TX A/C Reg. No. N6618N Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/015 KTS
Visibility - 60.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN ANGELO, TX
Destination
DRYDEN, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

TERRELL COUNTY
Runway Ident - 30
Runway Lth/Wid - 4525/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 61
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	17040
Make/Model-	803
Instrument-	700
Multi-Eng -	5000
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	260

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OBSERVED THE LEFT MAIN GEAR EXTEND BUT DID NOT CHECK THE LANDING GEAR POSITION INDICATOR. THE MAIN GEAR COLLAPSED DURING LANDING ROLL WHILE THE NOSE GEAR REMAINED DOWN AND LOCKED. INSPECTION REVEALED THE WARNING HORN DID NOT ACTIVATE DUE TO SOME BURNED OUT ELECTRICAL COMPONENTS AND THE GEAR DID NOT COME DOWN DUE TO AN INTERMITTENT SOLENOID WHICH ACTIVATES THE HYDRAULIC PUMP TO SUPPLY PRESSURE FOR GEAR OPERATION.

Brief of Accident (Continued)

File No. - 121

2/02/82

DRYDEN, TX

A/C Reg. No. N6618N

Time (Lc1) - 1530 CST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - ERRATIC
2. LANDING GEAR, GEAR WARNING SYSTEM - BURNED
3. GEAR DOWN AND LOCKED - 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) 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. - 123 2/19/82 MESQUITE, TX A/C Reg. No. N2605L Time (Lcl) - 1445 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	0
Accident Occurred During	-LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172H	Eng Make/Model - CONTINENTAL O-300-C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 120/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">HUDSON FIELD</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 4000/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 3</p> <p style="padding-left: 20px;">Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 83</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 83</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 3</td> <td>Last 90 Days- 10</td> </tr> </table>	Total - 83	Last 24 Hrs - 1	Make/Model- 83	Last 30 Days- UNK/NR	Instrument- 3	Last 90 Days- 10
Total - 83	Last 24 Hrs - 1							
Make/Model- 83	Last 30 Days- UNK/NR							
Instrument- 3	Last 90 Days- 10							

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT TOUCHED DOWN ABOUT 1/3 OF THE WAY DOWN THE RUNWAY AND WAS ROLLING FAST PAST THE INTERSECTION SO HE ELECTED TO INITIATE A GO-AROUND. WHEN AT ABOUT 100 FEET AGL THE ENGINE QUIT AND AN EMERGENCY LANDING WAS MADE IN A PLOWED FIELD ABOUT 300 FEET PAST THE END OF THE RUNWAY. AFTER AN ENGINE AND COMPONENT DISASSEMBLY REVEALED NO EVIDENCE OF PREIMPACT FAILURE OR MALFUNCTION THE PILOT STATED THAT HE MAY HAVE PULLED THE MIXTURE CONTROL OUT TOO FAR AND INADVERTENTLY KILLED THE ENGINE.

Brief of Accident (Continued)

File No. - 123

2/19/82

MESQUITE, TX

A/C Reg. No. N2605L

Time (Lcl) - 1445 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

3. FLUID, FUEL - STARVATION
4. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 124 2/20/82 LUBBOCK, TX A/C Reg. No. N9320U Time (Lc1) - 1630 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 25000 FT BROKEN
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TOWN AND COUNTRY
Runway Ident - 35
Runway Lth/Wid - 2600-N/A
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	60	Last 24 Hrs	-	0
Make/Model	-	60	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	35

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ELECTING TO ABORT TAKEOFF THE PILOT REALIZED HE HAD INSUFFICIENT ROOM TO STOP ON THE REMAINING RUNWAY. HE REAPPLIED POWER TO ATTEMPT TO FLY OVER A ROAD BUT REPORTED THAT THE ENGINE LOST POWER. THE AIRCRAFT BOUNCED OVER A ROAD INTO A PLOWED FIELD AND CAME TO REST INVERTED. THE AIRCRAFT HAD A CROSSWIND DURING TAKEOFF AND WAS NEAR THE MAXIMUM GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 124

2/20/82

LUBBOCK, TX

A/C Reg. No. N9320U

Time (Lc1) - 1630 CST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. UNDETERMINED

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 102

2/22/82

ABILENE, TX

A/C Reg. No. N3643C

Time (Lcl) - 0650 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0
Other 0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire NONE
Crew 0
Pass 0
Other 0

-----Aircraft Information-----

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
PLANO, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - CONTACT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ABILENE MUNI.
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 65

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3625	Last 24 Hrs - UNK/NR
Make/Model- 840	Last 30 Days- UNK/NR
Instrument- 190	Last 90 Days- UNK/NR
Multi-Eng - 2508	

Instrument Rating(s) - NONE

-----Narrative-----

ON CLIMBOUT, AS POWER WAS BEING REDUCED FROM TAKEOFF POWER TO CLIMB POWER, THE ENGINE FAILED FOR UNDETERMINED REASONS. THE PILOT STATED THAT HE MANEUVERED THE AIRCRAFT SO THAT THE RIGHT WING ABSORBED THE INITIAL IMPACT WITH THE GROUND.

Brief of Accident (Continued)

File No. - 102

2/22/82

ABILENE, TX

A/C Reg. No. N3643C

Time (Lc1) - 0650 CST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION

-----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. - 119 2/24/82 FORT WORTH, TX A/C Reg. No. N3942 Time (Lc1) - 1116 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL - DUAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC

Wind Dir/Speed- 340/014 KTS
Visibility - 6.0 SM

Cloud Conditions(1st) - 900 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data
OAK GROVE

Runway Ident - 17
Runway Lth/Wid - 3500/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND
HELICOPTER

Age - 34

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 683	Last 24 Hrs	- 4
Make/Model-	384	Last 30 Days-	UNK/NR
Instrument-	71	Last 90 Days-	160
Multi-Eng -	31	Rotorcraft -	161

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT TOUCHED DOWN ABOUT MIDWAY DOWN THE RUNWAY WITH A RIGHT CROSSWIND. WITNESSES STATED THAT DURING THE LANDING ROLL THE WIND SHIFTED FROM WEST TO NORTHWEST WITH GUSTS TO ABOUT 30 KNOTS. THE INSTRUCTOR REALIZED THE AIRCRAFT COULD NOT BE STOPPED BEFORE RUNNING OFF THE RUNWAY, TOOK OVER THE CONTROLS, AND INITIATED A GO-AROUND. THE AIRCRAFT LIFTED OFF THE GROUND ABOUT 500 FEET FROM THE DEPARTURE END OF THE RUNWAY AT 60 KNOTS BUT FAILED TO CLIMB. THE PILOT STATED THAT THE AIRCRAFT ENCOUNTERED SEVERE TURBULENCE AND DRIFTED LEFT. THE LEFT WING DROPPED AND STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 119

2/24/82

FORT WORTH, TX

A/C Reg. No. N3942

Time (Lc1) - 1116 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. DISTANCE - MISJUDGED - DUAL STUDENT
3. AIRSPEED - MISJUDGED - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

5. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)
6. WEATHER CONDITION - TURBULENCE

-----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. - 100 2/28/82 DALLAS, TX

A/C Reg. No. N1773

Time (Lc1) - 1450 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				
		Crew	0	0	0
		Pass	0	0	0
		Other	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BELL 47G
Landing Gear - SKID
Max Gross Wt - 2350
No. of Seats - 2

Eng Make/Model - FRANKLIN 6V-350
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 210 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 020/005 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - 25000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GRAND PRAIRIE, TX
Destination
DALLAS, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

REDBIRD
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - CONCRETE
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND, SE SEA
HELICOPTER

Age - 45
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - BE-90

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 20215	Last 24 Hrs	- 1
Make/Model-	115	Last 30 Days-	UNK/NR
Instrument-	2150	Last 90 Days-	10
Multi-Eng -	166	Rotorcraft -	115

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ATTEMPTED TO LAND ON A NARROW FLATBED TRAILER. HE STATED THAT HE ENCOUNTERED SOME BUFFETING FROM THE WIND FUNNELING BETWEEN TWO HANGARS. ON HIS THIRD ATTEMPT TO POSITION THE HELICOPTER ON THE TRAILER, THE RIGHT SKID SLIPPED OFF. THE MAIN ROTOR BLADES HIT AS THE HELICOPTER ROLLED TO THE SIDE. THE TRAILER'S WIDTH ALLOWED ONLY A 2 INCH CLEARANCE ON EACH SIDE OF THE SKIDS.

Brief of Accident (Continued)

File No. - 100

2/28/82

DALLAS, TX

A/C Reg. No. N1773

Time (Lcl) - 1450 CST

Occurrence ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. AIRPORT FACILITIES - INADEQUATE
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 98 3/08/82 HEMPSTEAD, TX A/C Reg. No. N37978 Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF		Other	0	0	0
				None	1

-----Aircraft Information-----

Make/Model - SCHREDER RS-15	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 - 900	Engine Type - N/A	Weather Radar - NO	
No. of Seats - 1	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HEMPSTEAD
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Cloud Conditions(1st) - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
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)
COMMERCIAL,CFI	Current - YES	Total - 105
	Months Since - 18	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 0
		Last 30 Days- 0
		Instrument- 0
		Last 90 Days- 4

GLIDER

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE LOST DIRECTIONAL CONTROL ON HIS FIRST FLIGHT IN THIS HIGH PERFORMANCE GLIDER. HE STATED THAT THE RIGHT WING BEGAN TO DRAG WHEN THE RUNNER RELEASED IT EARLY. HE ATTEMPTED TO LIFT THE WING WITH LEFT AILERON AND RUDDER. THE GLIDER LIFTED OFF WHILE IT WAS AT AN ANGLE OF APPROXIMATELY 20 TO 25 DEGREES FROM THE RUNWAY CENTERLINE. THE PILOT STATED THAT HE PULLED THE RELEASE WHILE THE RIGHT WING WAS ABOUT 3 TO 5 FT ABOVE THE GROUND. SHORTLY AFTER RELEASING, THE RIGHT WING TIP STRUCK THE GROUND AND THE GLIDER SPUN AROUND. THE PILOT THOUGHT HE MAY HAVE PULLED BACK ON THE STICK WHILE APPLYING LEFT AILERON AND RUDDER.

Brief of Accident (Continued)

File No. - 98

3/08/82

HEMPSTEAD, TX

A/C Reg. No. N37978

Time (Lcl) - 1600 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPER ASSISTANCE - NOT MAINTAINED - GROUND PERSONNEL
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 48 1/17/82 CEDAR CITY,UT A/C Reg. No. N2600Y Time (Lcl) - 1450 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0
Other	0	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 180E
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-47OR
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/010 KTS
Visibility - 60.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NO. LAS VEGAS,NV
Destination
SWAINS CREEK,UT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - TOUCH AND GO

Airport Proximity
ON AIRSTRIP

Airport Data

SWAINS CREEK
Runway Ident - 19
Runway Lth/Wid - UNK/NR
Runway Surface - GRAVEL
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 37

Biennial Flight Review

Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1534	Last 24 Hrs	- 1
Make/Model-	722	Last 30 Days-	UNK/NR
Instrument-	93	Last 90 Days-	3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE INTENDED TO FLY CLOSE TO THE FIELD SURFACE DRAGGING THE TAILWHEEL OF THE AIRCRAFT TO DETERMINE SNOW/FIELD CONDITIONS. DURING THE LOW PASS HE USED THREE NOTCHES OF FLAP AND ADDED FULL POWER WITH THE PROPELLER AT FULL PITCH. WHEN THE TAILWHEEL MADE CONTACT WITH THE SNOW IT PULLED THE MAIN WHEELS INTO THE SNOW AND THE AIRCRAFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 48

1/17/82

CEDAR CITY,UT

A/C Reg. No. N2600Y

Time (Lc1) - 1450 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - ATTEMPTED - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. INFORMATION - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 83 1/30/82 BRYCE CANYON,UT A/C Reg. No. N5447E Time (Lc1) - 0930 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries	
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING		Other	0	0	0
				None	1
					0
					0

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	PHOENIX,AZ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	OGDEN,UT	BRYCE CANYON
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 03
Visibility - 0.0	Type of Flight Plan - VFR	Runway Lth/Wid - 7400 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - UNK/NR	Runway Status - ICE
Obstructions to Vision- NONE		
Precipitation - UNK/NR		
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,CFI	Current - YES	Total - 1068
SE LAND,ME LAND	Months Since - 18	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 300
		Instrument- 106
		Multi-Eng - 20
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ARRIVING FROM A CROSS-COUNTRY FLIGHT, THE PILOT LANDED ON AN ICY RUNWAY WITH CALM WIND CONDITIONS. DURING GROUND ROLL, THE AIRCRAFT BEGAN SLIDING TO THE LEFT. THE LEFT WHEEL HIT SNOW AND PULLED THE AIRCRAFT FURTHER LEFT. THE PILOT APPLIED RIGHT RUDDER AND RIGHT BRAKE, BUT THE PLANE CONTINUED LEFT INTO A SNOWBANK.

Brief of Accident (Continued)

File No. - 83

1/30/82

BRYCE CANYON,UT

A/C Reg. No. N5447E

Time (Lc1) - 0930 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
 2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 81 2/10/82 SPANISH FORK,UT A/C Reg. No. N5439J Time (Lcl) - 1100 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING		Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 421B	Eng Make/Model - CONTINENTAL GTS10-520H	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 6	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	PROVO,UT	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SPANISH FORK,UT	SPANISH FORK
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 12
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 2921/ 75
Cloud Conditions(1st) - NONE	Type of Clearance - UNK/NR	Runway Surface - MACADAM
Cloud Conditions(2nd) - NONE	Type Approach Flown - UNK/NR	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - UNK/NR		
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	Current - YES	Total - 2753
SE LAND,ME LAND	Months Since - 1	Make/Model- 2543
	Aircraft Type - UNK/NR	Instrument- 500
		Multi-Eng - 2503
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT TOOKOFF FROM AN AIRPORT WITH SLUSH ON THE RUNWAY, ABOUT 10 MINUTES LATER, THE PILOT LANDED AT ANOTHER AIRPORT. THE RUNWAY AT THE DESTINATION AIRPORT WAS COVERED WITH DRY SNOW. DURING TOUCHDOWN, THE AIRCRAFT VEERED LEFT AND HIT A SNOWBANK BESIDE THE RUNWAY. THE LANDING GEAR FAILED AND THE AIRCRAFT SLID TO A STOP. AN INVESTIGATION REVEALED THE LEFT WHEEL AND BRAKE ASSEMBLY WERE FROZEN. ICE WAS FOUND ON THE AFT PORTION OF THE BRAKE HOUSING, BRAKE FITTING, AND FLEX LINE.

Brief of Accident (Continued)

File No. - 81

2/10/82

SPANISH FORK, UT

A/C Reg. No. N5439J

Time (Lc1) - 1100 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
2. WEATHER CONDITION - TEMPERATURE EXTREMES
3. LANDING GEAR, NORMAL BRAKE SYSTEM - FROZEN

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 27 1/27/82 CHARLOTTEVILLE,VA A/C Reg. No. N2466B Time (Lc1) - 2000 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -APPROACH		Other	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 - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ALBEMARLE
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000 -UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - MACADAM
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 203
SE LAND	Months Since - 20	Make/Model- 85
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

AFTER PERFORMING FOUR SUCCESSFUL NIGHT APPROACHES THE PILOT ATTEMPTED A SHORT FIELD APPROACH WITH THE LANDING LIGHT OFF. ON FINAL HE STATED IT APPEARED HE WAS GETTING TOO LOW SO HE TURNED THE LANDING LIGHT ON AND CONTINUED THE APPROACH. THE AIRCRAFT STRUCK A BANK 50 FEET SHORT OF THE RUNWAY AND CONTINUED THROUGH A SNOWBANK.

Brief of Accident (Continued)

File No. - 27

1/27/82

CHARLOTTESVILLE, VA

A/C Reg. No. N2466B

Time (Lc1) - 2000 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
6. 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) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 151 1/04/82 SAINT CROIX,VI A/C Reg. No. N5151U Time (Lcl) - 0610 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation -BUSINESS	Fire	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	0	0	0
Accident Occurred During -TAXI		0	0	1
				0

-----Aircraft Information-----

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL IO-520A	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	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAN JUAN,PR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAINT CROIX,VI	ALEXANDER HAMILTON
Wind Dir/Speed- 070/013 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - 7612/ 150
Cloud Conditions(1st) - 2000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - MACADAM
Cloud Conditions(2nd) - NONE	Type Approach Flown - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2800
SE LAND,ME LAND	Months Since - 2	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) - AIRPLANE

-----Narrative-----

AIRCRAFT LANDED DURING DARKNESS BEFORE CONTROL TOWER HAD OPENED. WHILE TAXIING TO RAMP, AIRCRAFT WAS STRUCK BY AN AMBULANCE AS AIRCRAFT WAS CROSSING PARALLEL TAXIWAY. AIRCRAFT IMMEDIATELY BURST INTO FLAMES, AND AMBULANCE CONTINUED TO TRAVEL THROUGH THE FLAMES, COMING TO A STOP 150 FEET BEYOND AIRCRAFT. AMBULANCE WAS ON A TEST DRIVE ON PARALLEL TAXIWAY, TRAVELING 45 TO 50 MPH WHICH EXCEEDED AIRPORT LIMIT OF 20 MPH. A FIREFIGHTER TRIED TO WARN DRIVER OF AMBULANCE BY RADIO BUT RECEIVED NO RESPONSE. DRIVER STATED HE DID NOT SEE AIRCRAFT NOR DID HE SEE ANY LIGHTS ON AIRCRAFT. WITNESS REPORTED SEEING AIRCRAFT WITH NAVIGATION LIGHTS, LANDING LIGHT AND ANTI-COLLISION LIGHT ON. DRIVER REFUSED BLOOD ALCOHOL TEST AT THE TIME OF ACCIDENT.

Brief of Accident (Continued)

File No. - 151

1/04/82

SAINT CROIX,VI

A/C Reg. No. N5151U

Time (Lc1) - 0610 AST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. OBJECT - VEHICLE
3. CONTROL TOWER SERVICE - NOT POSSIBLE - PILOT IN COMMAND
4. CONTROL TOWER SERVICE - NOT POSSIBLE - DRIVER OF VEHICLE
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE
7. AIRPORT OPERATIONS - INADEQUATE - AIRPORT PERSONNEL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 199 1/01/82 PULLMAN, WA A/C Reg. No. N2482N Time (Lcl) - 1400 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Cloud Conditions(1st) - 8000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

BLACKBURN AG STRIP
Runway Ident - 20
Runway Lth/Wid - 2500 -UNK/NR
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-140

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 206	Last 24 Hrs	- UNK/NR
Make/Model-	8	Last 30 Days-	UNK/NR
Instrument-	16	Last 90 Days-	UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STARTED TO TAKEOFF ON A SNOW COVERED RUNWAY IN CALM WIND CONDITIONS. HE REPORTED THAT ABOUT 3 INCHES OF SNOW HAD FALLEN SINCE THE RUNWAY HAD BEEN CLEARED. IN HIS JUDGEMENT, THE AIRCRAFT DID NOT ACCELERATE FAST ENOUGH TO ASSURE A SAFE TAKEOFF, SO HE ABORTED. HE WAS UNABLE TO STOP ON THE REMAINING RUNWAY. THE AIRCRAFT CONTINUED OFF THE END OF THE RUNWAY AND RAN INTO A SNOW AND DIRT BANK.

Brief of Accident (Continued)

File No. - 199

1/01/82

PULLMAN,WA

A/C Reg. No. N2482N

Time (Lc1) - 1400 PST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
 5. TERRAIN CONDITION - SNOWBANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 200 1/08/82 PULLMAN,WA A/C Reg. No. N6106U Time (Lcl) - 1230 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation	-BUSINESS	Fire	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	1
Accident Occurred During	-LANDING		0	0	0	0
		Crew	0			
		Pass	0			
		Other	0			

-----Aircraft Information-----

Make/Model	- CESSNA TU206G	Eng Make/Model	- CONTINENTAL TS10-520-M	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	Weather Radar	- UNK/NR
No. of Seats	- 6	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LEWISTOWN,ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SPOKANE,WA	PULLMAN-MOSCOW REGIONAL
Wind Dir/Speed- 050/010 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6730/ 100
Cloud Conditions(1st) - 7500 FT OVERCAST	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - CONTACT	Runway Status - SNOW - COMPACTED
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)
COMMERCIAL	Current - YES	Total - 1584
SE LAND	Months Since - 8	Make/Model- 734
	Aircraft Type - UNK/NR	Instrument- 303
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 107

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT HAD A RUDDER/DIRECTIONAL CONTROL PROBLEM THAT HAD BEEN OCCURRING INTERMITTENTLY. WHEN IT OCCURRED DURING THE PREVIOUS FLIGHT, THE PILOT HAD TO USE FULL RIGHT RUDDER TO KEEP THE BALL CENTERED. BEFORE LANDING ON THAT FLIGHT, HE MADE A LOW PASS NEAR THE TOWER. TOWER PERSONNEL ADVISED THAT THE NOSE GEAR APPEARED TO BE COCKED TO THE LEFT. WHILE LANDING AFTER THAT FLIGHT, DIRECTIONAL CONTROL WAS DIFFICULT. AFTER INSPECTING THE PLANE, A MECHANIC ADVISED THAT THE NOSE GEAR APPEARED TO HAVE TOO MUCH OIL AND NOT ENOUGH AIR, CAUSING THE GEAR OLEO TO NOT FULLY EXTEND. THE PILOT ELECTED TO RETURN TO SPOKANE BEFORE HAVING IT REPAIRED. AFTER TAKEOFF, THE PROBLEM RECURRED, BUT REQUIRED FULL LEFT RUDDER. LATER, OIL WAS NOTED COMING FROM BEHIND THE CONTROL PANEL. NOT KNOWING FROM WHERE OR HOW BAD THE LEAK WAS, HE DIVERTED TO THE NEAREST AIRPORT AND LANDED WITH A 10 KNOT TAILWIND. WHEN THE NOSEWHEEL TOUCHED DOWN, THE PLANE VEERED RIGHT AND HIT A SNOWBANK. THE RUNWAY WAS TOO SLIPPERY FOR THE LEFT BRAKE TO HELP.

Brief of Accident (Continued)

File No. - 200

1/08/82

PULLMAN,WA

A/C Reg. No. N6106U

Time (Lcl) - 1230 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NOSE GEAR - BINDING(MECHANICAL)
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7

Factor(s) relating to this accident is/are finding(s) 4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 195 1/15/82 SPOKANE, WA A/C Reg. No. N72901 Time (Lc1) - 0905 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage					
Type of Operation	-TEST	SUBSTANTIAL		Fatal	0	Injuries	
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	Serious	0
Accident Occurred During	-TAKEOFF	NONE	Pass	0	0	Minor	0
			Other	0	0	None	1

-----Aircraft Information-----

Make/Model	- CESSNA 140	Eng Make/Model	- CONTINENTAL C-85	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
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	LOCAL		FELTS	
Wind Dir/Speed	- 210/007 KTS	ATC/Airspace		Runway Ident	- 21
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- UNK/NR
Cloud Conditions(1st)	- 20000 FT UNK/NR	Type of Clearance	- TOWER	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- UNK/NR	Type Approach Flown	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 14271
SE LAND, ME LAND	Months Since - 3	Make/Model-	720
	Aircraft Type - UNK/NR	Instrument-	2140
		Multi-Eng -	3250
		Last 24 Hrs -	0
		Last 30 Days-	UNK/NR
		Last 90 Days-	30
		Rotorcraft -	27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER AN ANNUAL INSPECTION, THE PILOT MADE A THOROUGH GROUND CHECK AND TAXIED OUT FOR A TEST FLIGHT. DURING TAKEOFF, THE ENGINE LOST POWER AT ABOUT 50 FT AGL. THE PILOT LANDED ON THE RUNWAY OVERRUN IN ABOUT 9 INCHES OF CRUSTED SNOW AND THE PLANE NOSED OVER. NO PROBLEMS WERE FOUND WITH THE ENGINE, FUEL, OR FUEL SYSTEM. THE ENGINE WAS OPERATED AT TAKEOFF POWER FOR 2 MINUTES USING BOTH THE LEFT AND RIGHT TANKS WITH NO DISCREPANCIES.

Brief of Accident (Continued)

File No. - 195

1/15/82

SPOKANE, WA

A/C Reg. No. N72901

Time (Lc1) - 0905 PST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 198 2/03/82 NR. COLBERT,WA A/C Reg. No. N5527G Time (Lcl) - 1345 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - DUAL	Fire	Crew 0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150J	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SPOKANE,WA</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 23</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 10</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 382</p> <p>Make/Model- 54</p> <p>Instrument- 66</p> <p>Multi-Eng - 15</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 38</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLIGHT, THE INSTRUCTOR ASKED THE STUDENT TO PERFORM A POWER-OFF APPROACH-TO-LANDING STALL. THE STUDENT BEGAN THE MANEUVER AT ABOUT 4600 FT WITH THE CARBURETOR HEAT ON. DURING RECOVERY, HE ABRUPTLY ADVANCED THE THROTTLE AND THE ENGINE BEGAN TO LOSE POWER. THE INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT, AND SHORTLY THEREAFTER, THE ENGINE CEASED OPERATING. THE INSTRUCTOR ATTEMPTED TO RESTART THE ENGINE, BUT SAID THAT HE WAS UNABLE, DUE TO LACK OF BATTERY POWER. DURING A SUBSEQUENT FORCED LANDING, THE AIRCRAFT TOUCHED DOWN ON TERRAIN COVERED WITH DEEP SNOW AND NOSED OVER. DURING AN INVESTIGATION, THE CARBURETOR AND ASSOCIATED COMPONENTS WERE INSPECTED FOR ICE OR OTHER FOREIGN MATERIAL; HOWEVER, NONE WAS FOUND. THE ENGINE WAS REMOVED FROM THE AIRCRAFT AND PLACED ON A TEST STAND. IT OPERATED NORMALLY DURING A GROUND RUN. PREVIOUSLY, ONE CELL OF THE BATTERY WOULD NOT HOLD A CHARGE. THIS REQUIRED "HAND PROPPING" OF THE ENGINE ON THE FIRST FLIGHT OF THE DAY. ALSO, THE BATTERY WAS SLOW TO RECHARGE.

Brief of Accident (Continued)

File No. - 198

2/03/82

NR. COLBERT,WA

A/C Reg. No. N5527G

Time (Lcl) - 1345 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND(CFI)
3. ELECTRICAL SYSTEM,BATTERY - FAILURE,PARTIAL
4. MAINTENANCE - NOT OBTAINED - COMPANY/OPERATOR MGMT

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 194 2/07/82 PROSSER,WA A/C Reg. No. N8280W Time (Lcl) - 1100 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING		Other	0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28-180	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	- 2175	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL STRAIGHT-IN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">GEORGE O. BEARDSLEY FIELD</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 3450/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 16</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 16</td> <td>Last 30 Days- 16</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 16</td> </tr> </table>	Total - 16	Last 24 Hrs - 1	Make/Model- 16	Last 30 Days- 16	Instrument- 0	Last 90 Days- 16
Total - 16	Last 24 Hrs - 1							
Make/Model- 16	Last 30 Days- 16							
Instrument- 0	Last 90 Days- 16							

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING FROM A LOCAL FLIGHT, THE STUDENT PILOT LANDED ON RUNWAY 25. THE WIND WAS FROM 090 DEGREES AT 5 KNOTS. THE LANDING WAS WITHOUT DIFFICULTY UNTIL THE NOSEWHEEL TOUCHED DOWN, THEN THE AIRCRAFT VEERED LEFT. THE PILOT REPORTED THAT HE CORRECTED WITH THE RIGHT RUDDER, OVER CORRECTED, THEN OVER CORRECTED WITH THE LEFT RUDDER. THE PLANE DEPARTED THE RUNWAY AND HIT A DITCH. THE NOSE GEAR FAILED, THE LEFT WING WAS DENTED, AND THERE WAS MINOR DAMAGE TO THE PROP AND COWLING.

Brief of Accident (Continued)

File No. - 194

2/07/82

PROSSER,WA

A/C Reg. No. N8280W

Time (Lcl) - 1100 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 197 2/28/82 REDMOND,WA A/C Reg. No. N4787E Time (Lcl) - 1018 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation	-INSTRUCTIONAL - DUAL	Fire	Crew	Fatal	0	Injuries	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	Serious	Minor
Accident Occurred During	-LANDING		Other	0	0	0	None
							2
							0
							0

-----Aircraft Information-----

Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/YES
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2350	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
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
Method	- N/A	KENMORE,WA
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- VARIABLE	ATC/Airspace
Visibility	- 60.0 SM	Type of Flight Plan
Cloud Conditions(1st)	- 18000 FT SCATTERED	- NONE
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Approach Flown
Condition of Light	- DAYLIGHT	- NONE

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	- YES	Total - 1480
SE LAND,SE SEA	Months Since	- 8	Make/Model- 425
	Aircraft Type	- UNK/NR	Instrument- 126
			Multi-Eng - 10
			Last 24 Hrs - UNK/NR
			Last 30 Days- 30
			Last 90 Days- 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA. THE WINDS WERE INITIALLY CALM. ON THE SECOND LANDING, IT WAS NOTED THAT THE WIND BEGAN TO PICK UP. REPORTEDLY, WIND SHEAR WAS ENCOUNTERED DURING FINAL APPROACH FOR THE THIRD LANDING. A HIGH SINK RATE DEVELOPED AND THE PLANE LANDED HARD. THE FRONT OF THE LEFT FLOAT SPLIT OPEN AND FILLED WITH WATER. THE AIRCRAFT SLOWLY ROLLED OVER AND SANK.

Brief of Accident (Continued)

File No. - 197

2/28/82

REDMOND,WA

A/C Reg. No. N4787E

Time (Lcl) - 1018 PST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 4. LANDING GEAR,FLOAT ASSEMBLY - FAILURE,PARTIAL
-

-----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. - 63 1/21/82 SHELL LAKE, WI A/C Reg. No. N6029Q Time (Lcl) - 1945 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	3
Other	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

-----Aircraft Information-----

Make/Model - MOONEY M-20
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALMABLE
Visibility - 7.0 SM
Cloud Conditions(1st) - 4000 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
EAU CLAIRE, WI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data
SHELL LAKE

Runway Ident - 31
Runway Lth/Wid - 3108/ 50
Runway Surface - MACADAM
Runway Status - SNOW - COMPACTED

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 390
Make/Model- 194
Instrument- 15
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT INITIATED HIS TAKEOFF RDLL ON A RUNWAY COVERED WITH HARD PACKED SNOW. AS THE NOSEWHEEL WAS LIFTED OFF OF THE RUNWAY, THE AIRCRAFT STARTED TO DRIFT LEFT. THE PILOT STATED THAT WHEN HE APPLIED RIGHT RUDDER AND SLIGHTLY LOWERED THE NOSE, THE PLANE CAME BACK TO THE CENTER OF THE RUNWAY. HOWEVER, HE SAID THAT HE RELAXED THE RUDDER PRESSURE AND THE AIRCRAFT APPARENTLY MOVED BACK TO THE LEFT. THE LEFT WING BEGAN MAKING CONTACT WITH A SNOWBANK AT THE SIDE OF THE RUNWAY. THE AIRCRAFT THEN VEERED FARTHER LEFT AND WENT UP ON THE SNOWBANK.

Brief of Accident (Continued)

File No. - 63

1/21/82

SHELL LAKE, WI

A/C Reg. No. N6029Q

Time (Lcl) - 1945 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 75 2/20/82 FRANKLIN, WI A/C Reg. No. N63213 Time (Lcl) - 0916 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - DUAL	Fire	Crew 0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 250/005 KTS</p> <p>Visibility - 3.0 SM</p> <p>Cloud Conditions(1st) - 1000 FT OVERCAST</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>RAINBOW</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2100/ 50</p> <p>Runway Surface - MACADAM</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1316</p> <p>Make/Model- 900</p> <p>Instrument- 77</p> <p>Multi-Eng - 37</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 90</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING A NO-FLAP LANDING, THE STUDENT ALLOWED THE AIRCRAFT TO DESCEND BELOW THE NORMAL GLIDE PATH. THE INSTRUCTOR TOLD THE STUDENT THAT THEY WERE GOING TO BE LOW AND TO ADD POWER. POWER WAS ADDED, BUT SOON THEREAFTER, THE AIRCRAFT TOUCHED DOWN SHORT OF THE RUNWAY IN SNOW. THE AIRCRAFT VEERED LEFT WHEN THE LEFT MAIN GEAR DRAGGED DEEPLY THROUGH THE SNOW. THE NOSE GEAR, PROPELLER, AND LEFT WING WERE DAMAGED.

Brief of Accident (Continued)

File No. - 75

2/20/82

FRANKLIN, WI

A/C Reg. No. N63213

Time (Lc1) - 0916 CST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - MISJUDGED - DUAL STUDENT
2. DISTANCE - MISJUDGED - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 56 2/21/82 FRANKLIN, WI A/C Reg. No. N1218E Time (Lcl) - 1245 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -LANDING		0	1	0	0
		0	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 8KCAB	Eng Make/Model - LYCOMING IO-360-H1A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
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 AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RAINBOW
Wind Dir/Speed- 360/004 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2140/ 30
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 400
SE LAND	Months Since - 23	Make/Model- 25
	Aircraft Type - UNK/NR	Instrument- 17
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A 1.8 HOUR FLIGHT, THE FIXED BASE OPERATOR SERVICED THE AIRCRAFT WITH 15 GALLONS OF FUEL. THE PILOT STATED THAT HE DRAINED THE SUMPS AS PART OF HIS PREFLIGHT. THE PRETAKEOFF CHECKS AND TAKEOFF ROLL WERE NORMAL. AT ABOUT 75 TO 100 FEET AGL, THE ENGINE LOST POWER. THE PILOT ELECTED TO LAND ON A ROAD RATHER THAN ON SNOW COVERED TERRAIN. HE BANKED SHARPLY TO THE RIGHT TO ALIGN THE AIRCRAFT WITH THE ROAD, THEN LEVELED THE WINGS BEFORE LANDING. THE AIRCRAFT BOUNCED HARD, STRUCK A ROAD SIGN ON THE SECOND TOUCHDOWN, AND CAME TO REST ON THE SIDE OF THE ROAD. SIX GALLONS OF WATER WAS FOUND IN THE AIRCRAFT FUEL TANKS. APPROXIMATELY 150 GALLONS OF WATER WAS PUMPED OUT OF THE FIXED BASE OPERATOR'S FUEL TANK.

Brief of Accident (Continued)

File No. - 56

2/21/82

FRANKLIN, WI

A/C Reg. No. N1218E

Time (Lc1) - 1245 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
2. AIRPORT FACILITIES - INADEQUATE
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - SNOW COVERED

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) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 82 1/06/82 JACKSON, WY A/C Reg. No. N8070Q Time (Lcl) - 0945 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	2
Other		0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520B
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 0.0
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
RIVERTON, WY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

JACKSON HOLE
Runway Ident - 36
Runway Lth/Wid - 6299/ 150
Runway Surface - ASPHALT
Runway Status - SNOW - COMPACTED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate -

Flight Time (Hours)

Total	- 176	Last 24 Hrs	- 0
Make/Model-	176	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	85

Instrument Rating(s) - NONE

-----Narrative-----

THE TEMPERATURE WAS APPROXIMATELY A MINUS 15 DEGREES FAHRENHEIT. THE PILOT REPORTED THE ENGINE WAS PREHEATED FOR 30 MINUTES AND THAT EVERYTHING WAS IN THE GREEN BEFORE TAKEOFF. SHORTLY AFTER TAKEOFF, THE ENGINE BEGAN TO OVERSPEED. THE PILOT THROTTLED BACK AND TURNED BACK TOWARD THE AIRPORT; HOWEVER, THE ENGINE SEIZED. DURING A FORCED LANDING, THE AIRCRAFT STALLED ABOUT 25 FT ABOVE THE RUNWAY DAMAGING THE GEAR AND THE WINGS. EXAMINATION OF THE ENGINE REVEALED A CRACKED CRANKCASE, BUT NO OTHER MECHANICAL FAILURES. THE ENGINE HAD AN ADEQUATE SUPPLY OF OIL, BUT THE VISCOSITY WAS ANALYZED AND FOUND TO BE ABOUT SAE 55. THE STANDARD WINTER PROCEDURE REQUIRED A LOWER VISCOSITY AND/OR AN ADEQUATE ENGINE WARM UP AFTER ENGINE START.

Brief of Accident (Continued)

File No. - 82

1/06/82

JACKSON,WY

A/C Reg. No. N80700

Time (Lc1) - 0945 MST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLUID,OIL - IMPROPER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - TEMPERATURE EXTREMES

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 46 1/20/82 BONDURANT,WY A/C Reg. No. N7402F Time (Lc1) - 1630 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -HUNTING	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING HIO-360-D1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2050	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 3	Rated Power - 190 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- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- BLOWING SNOW		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 2800
	Months Since - 9	Last 24 Hrs - 6
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1630
		Instrument- 15
		Last 30 Days- UNK/NR
		Last 90 Days- 75
		Rotorcraft - 2710

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE BECAME DISORIENTED IN A WHITE OUT CONDITION DUE TO BLOWING SNOW DURING A LANDING ATTEMPT. HE THEN LOWERED THE COLLECTIVE TO STOP THE BLOWING SNOW AND THE LEFT SIDE OF THE HELICOPTER BROKE THROUGH THE CRUST OF A FOUR FOOT THICK SNOW COVER. THE AIRCRAFT ROLLED OVER. SIX INCHES OF SNOW HAD RECENTLY FALLEN.

Brief of Accident (Continued)

File No. - 46

1/20/82

BONDURANT,WY

A/C Reg. No. N7402F

Time (Lc1) - 1630 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. WEATHER CONDITION - WHITEOUT
-

Occurrence #2 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 51 1/29/82 NEAR GILLETE, WY A/C Reg. No. N758RD Time (Lcl) - 1100 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
	Fire		Serious	Minor	None
Type of Operation - AERIAL SURVEY	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	Pass	0	0	0	1
Accident Occurred During -MANEUVERING	Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 195 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GILLETE, WY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - UNK/NR	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
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)
COMMERCIAL	Current - YES	Total - 4027
SE LAND, ME LAND	Months Since - 3	Make/Model- 506
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 122
		Multi-Eng - 949
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 124
		Rotorcraft - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO MAKE AN AERIAL SURVEY FOR LIVESTOCK. DURING FLIGHT, THE OBSERVER NOTED SOME CATTLE IN A COVE. THE PILOT THEN TURNED AND DESCENDED TO ABOUT 100 FEET AGL. AFTER LEVELING, HE NOTED THAT HE WOULD HAVE TO CLIMB OR TURN TO AVOID RISING TERRAIN. HE STATED THAT HE INSTINCTIVELY BANKED INTO A LEFT TURN. SECONDS LATER, HE COULD NO LONGER FEEL POSITIVE CONTROL OF THE AILERONS AND HE FELT THAT THE NOSE OF THE PLANE WAS BEING TUCKED UNDER. THE AIRCRAFT STRUCK HILLY TERRAIN.

Brief of Accident (Continued)

File No. - 51

1/29/82

NEAR GILLETE, WY

A/C Reg. No. N758RD

Time (Lc1) - 1100 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 50 2/01/82 ROCK SPRINGS,WY A/C Reg. No. N8178F Time (Lcl) - 1845 MST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage					
ON-DEMAND AIR TAXI	SUBSTANTIAL					
Type of Operation	Fire	Crew	Fatal	Injuries		
-NON SCHED,DOMESTIC,CARGO	NONE	Pass	0	Serious	Minor	None
Flight Conducted Under		Other	0	1	0	0
-14 CFR 135			0	0	0	0
Accident Occurred During			0	0	0	0
-CRUISE						

-----Aircraft Information-----

Make/Model - PIPER PA-32	Eng Make/Model - LYCOMING TIO-540-51AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
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 - TELEPHONE	VERNAL,UT	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ROCK SPRINGS,WY	Runway Ident - N/A
Wind Dir/Speed- 290/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - 2000 FT OVERCAST	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
Obstructions to Vision- FOG		
Precipitation - SNOW		
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	Current - YES	Total - 1275
SE LAND,ME LAND	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 25
		Instrument- 60
		Last 30 Days- UNK/NR
		Last 90 Days- 198
		Multi-Eng - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DEPARTED VERNAL,UT AT 1810 MST AFTER REFUELING. DURING THE VFR FLIGHT THE PILOT REPORTED TO ROCK SPRINGS FSS THAT HE WAS 20 MILES SOUTH AND WAS GIVEN CURRENT WEATHER AND RUNWAY IN USE. NO OTHER TRANSMISSIONS WERE RECEIVED. THE AIRCRAFT STRUCK A MOUNTAIN RIDGE AT APPROXIMATELY 8700 FT MSL. TO DATE THE PILOT DOES NOT RECALL ANY EVENTS OF THE FLIGHT NOR ANY DETAILS OF THE CRASH. THE PILOT WAS CERTIFICATED FOR PART 135 OPERATIONS IN LATE DECEMBER 1981 AND HAD FLOWN THE ROUTE ON TWO OTHER OCCASIONS.

Brief of Accident (Continued)

File No. - 50

2/01/82

ROCK SPRINGS,WY

A/C Reg. No. N8178F

Time (Lcl) - 1845 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - SNOW
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. LIGHT CONDITION - NIGHT
5. UNDETERMINED

-----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

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



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