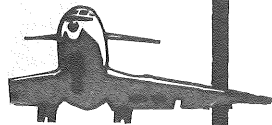
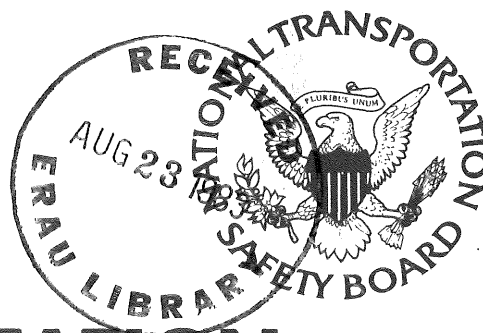


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Issue 2



PB83-916904



# NATIONAL TRANSPORTATION SAFETY BOARD

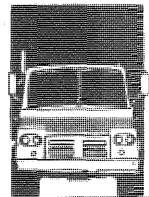
WASHINGTON, D.C. 20594

## AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 2 OF 1962 ACCIDENTS

NTSB / AAB-83 / 04

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Issue 2



UNITED STATES GOVERNMENT



TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-83/04	2. Government Accession No. PB83-916904	3. Recipient's Catalog No.	
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7. Author(s)		8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Accident Investigation National Transportation Safety Board Washington, D. C. 20594		10. Work Unit No.	
		11. Contract or Grant No.	
12. Sponsoring Agency Name and Address  NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594		13. Type of Report and Period Covered 200 U.S. General Aviation and Air Carrier Accidents Occurring in 1982 in Brief Format	
		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract  <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during calendar year 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.</p> <p style="text-align: center;">File Numbers: 0201 thru 0400</p>			
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
19. Security Classification (of this report) UNCLASSIFIED	20. Security Classification (of this page) UNCLASSIFIED	21. No. of Pages 423	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 damages growing out of any matter mentioned in such report or reports."

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

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

### Powerplant - Loss of Power

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

### PHASE OF OPERATION

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

### CAUSES AND RELATED FACTORS

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

### BASIC WEATHER CONDITIONS

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

National Transportation Safety Board  
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 0201 Through 0400  
Issue Number 2

TYPE OF OPERATION SUMMARY

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
General Aviation	193	10	17
Part 135 (Air Taxi)	6	1	1
Part 135 (Commuter)	1	0	0
Part 121 (Air Carrier)	0	0	0
	-----	-----	-----
Totals	200	11	18

National Transportation Safety Board  
Washington, D.C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 0201 Through 0400  
Issue Number 2

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)	157	9	16
Fixed-Wing (Multi-Engine)	28	2	2
Rotorcraft	10	0	0
Glider	3	0	0
Balloon	2	0	0
Blimp/Dirigible	0	0	0
	-----	-----	-----
Totals	200	10	18

## File Order Listing - Issue No. 2, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
201	N6940Q	012382	LONDON, OH	BEECH	A23A	FATAL	286
202	N2127W	011882	ORCHARDS, WA	BEECH	C23	SERIOUS	372
203	N739MG	031082	HEAVENER, OK	CESSNA	172	FATAL	306
204	N90790	030682	HENDERSON, NV	BARNES	AX-7	SERIOUS	276
205	N2558C	032582	JASPER, FL	PIPER	PA-38-112	NONE	140
206	N9243H	031582	CANASTOTA, NY	CESSNA	172	NONE	278
207	N2962W	031782	AVOCA, PA	PIPER	PA-28RT-20	NONE	328
208	N5193X	020482	BURNS, OR	BELLANCA	7KCAB	NONE	312
209	N1578P	031482	RICHLAND, WA	PIPER	PA-18-135	MINOR	380
210	N3406C	022782	NEW PORT RICHEY, FL	CESSNA	170	MINOR	120
211	N201WM	030782	CRYSTAL, MN	MOONEY	M20J	SERIOUS	228
212	N9530Q	030482	ELYRIA, OH	SMITH AEROST	600	NONE	292
213	N7812Q	022482	BRYAN, OH	CESSNA	414	NONE	290
214	N7433Y	031282	CRESCENT CITY, FL	PIPER	PA-30	NONE	128
215	N26JM	032082	BROOKSVILLE, FL	MCKINLEY EAA	P-2 BIPLAN	NONE	134
216	N6958L	030482	KEY WEST, FL	CESSNA	310K	NONE	124
217	N35289	013082	ELKO, NV	CESSNA	177B	NONE	274
218	N6125B	030582	MILWAUKEE, WI	CESSNA	152	NONE	396
219	N28791	032182	LEBANON, OR	GRUMMAN	AA-5B	NONE	324
220	N8063S	032782	HOQUIAM, WA	CESSNA	150F	MINOR	384
221	N2039X	031382	SEBRING, OH	CESSNA	182	NONE	294
222	N2470P	031382	ROCKFORD, IL	PIPER	PA-22-150	NONE	192
223	N66252	030882	CHARLESTOWN, IN	CESSNA	150	NONE	202
224	N34EE	030482	VALPARAISO, IN	PIPER	PA-30	NONE	200
225	N63516	011782	ANCHORAGE, AK	CESSNA	150	MINOR	2



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226	N7967Q	010182	EAST HANOVER, NJ	CESSNA	401B	NONE	268
227	N97AR	012282	NEAR KINGSTON, ID	SIKORSKY	S-58J	NONE	182
228	N36PB	011382	SPOKANE, WA	PIPER	PA-31-350	NONE	370
229	N756GF	020282	MOSES LAKE, WA	CESSNA	U206G	NONE	376
230	N58203	011582	S.E. OF MALTA, ID	HUGHES	269C	NONE	180
231	N1924J	030782	EVERETT, WA	ROCKWELL INT	114	NONE	378
232	N6879V	031882	MAUPIN, OR	MOONEY	M20F	MINOR	322
233	N4524	022282	SUTHERLIN, OR	KAMAN	HH-43F	MINOR	318
234	N53294	013082	SINCLAIR ISLAND, WA	CESSNA	172P	NONE	374
235	N757JK	031782	BROOKSVILLE, FL	CESSNA	152	NONE	132
236	N17818	031282	WEST PALM BEACH, FL	BEECH	F33A	NONE	130
237	N3644T	032182	HAVERHILL, MA	CESSNA	172M	NONE	216
238	N6475V	031382	OZARK, MO	HELIO	H-295	NONE	234
239	N92387	012082	ESCONDIDO, CA	CESSNA	182N	FATAL	62
240	N5799Y	021782	MITCHELL, SD	PIPER	PA-23	NONE	348
241	N8265A	010482	PLEASANT HILL, OR	PIPER	PA-28-161	FATAL	310
242	N3646R	022182	TRUCKEE, CA	PIPER	PA-28-180	FATAL	70
243	N4553Q	012182	NORTH KANSAS CITY, MO	CESSNA	402A	FATAL	232
244	N4307Q	022082	GUSTINE, CA	CESSNA	172L	FATAL	68
245	N234Q	011082	UPLAND, CA	QUICKIE	1	NONE	58
246	N5639V	010982	MOKULEIA, HI	CESSNA	305 (L-19)	NONE	164
247	N8630V	010382	SAN CLEMENTINE, CA	BELLANCA	7GCBC	MINOR	50
248	N28867	041682	PLACERVILLE, CA	GRUM AMER	AA-5B	MINOR	108
249	N479CC	031282	CHINO, CA	CESSNA	501	NONE	88
250	N608RA	010682	MAMMOTH LAKES, CA	AEROSPATIALE	SA-316B	NONE	52

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251	N7344Z	060882	HONDO, TX	PIPER	25-235	SERIOUS	362
252	N40688	022882	NAPA, CA	BARNES	BALLOON AX	MINOR	76
253	N7740S	022882	PHOENIX, AZ	SCHWEIZER	SGS1-260	NONE	32
254	N5553N	032282	LIVERMORE, CA	HOWARD	DGA-15P	NONE	96
255	N1746N	031382	SAN ANDREAS, CA	CESSNA	120	MINOR	90
256	N6597U	022182	SACRAMENTO, CA	MOONEY	M-20C	NONE	72
257	N21944	032382	DILKON, AZ	CESSNA	172	NONE	44
258	N9255X	011982	SANTA MONICA, CA	CESSNA	182E	NONE	60
259	N4915F	032282	JETMORE, KS	CESSNA	172	NONE	208
260	N80769	040882	SPOKANE, WA	PIPER	PA-28-181	NONE	390
261	N7652U	040382	WASHINGTON, CT	CESSNA	150M	NONE	114
262	N201NH	010682	HILTON HEAD, SC	MOONEY	M-20J	NONE	340
263	N4909J	032582	PERRY WARSAW, NY	PIPER	PA-28R-180	NONE	284
264	N6925Q	032082	LOCK HAVEN, PA	BEECH	A23-24	NONE	330
265	N2998R	040182	BUTLER, PA	PIPER	PA-28R-200	NONE	332
266	N8043Y	032482	PLACIDA, FL	PIPER	PA-30	NONE	136
267	N23ER	040182	ORMOND BEACH, FL	CESSNA	172	NONE	148
268	N703Y	040682	BAKERSFIELD, CA	GRUMMAN	G-164	NONE	102
269	N6907R	031482	MOAB, UT	CESSNA	T210G	NONE	368
270	N1774K	032082	POESTENKILL, NY	LUSCOMBE	8E	NONE	282
271	N9374J	030882	BLOCK ISLAND, RI	CESSNA	T188C	NONE	338
272	N24725	022082	ST. PETERSBURG, FL	CESSNA	152	NONE	118
273	N3870X	032482	CHIPLEY, FL	ROCKWELL COM	AC-100	NONE	138
274	N2478Q	032982	ST. IGNATIUS, MT	CESSNA	182K	NONE	252
275	N7154Q	031482	HUNTINGTON, WV	CESSNA	182P	MINOR	402

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
276	N81573	032882	LEXINGTON PARK, MD	PIPER	PA-32-301T	NONE	220
277	N6687G	041782	JACKSONVILLE, NC	CESSNA	150	NONE	258
278	N4936A	040182	NOKOMIS, IL	CESSNA	180	NONE	196
279	N10459	032582	HAVERHILL, MA	CESSNA	150L	NONE	218
280	N1117U	030782	HOUSTON, TX	CESSNA	172M	NONE	358
281	N5252E	032082	GRANTSBURG, WI	CESSNA	210	NONE	398
282	N1360	040182	HAZLEHURST, GA	PIPER	PA-28-140	NONE	162
283	N1686R	040582	GURLEY, NE	CESSNA	182RG	NONE	262
284	N98367	021482	MIAMI, FL	PIPER	PA-28-140	NONE	116
285	N49952	021282	ELYRIA, OH	CESSNA	152	MINOR	288
286	N53769	021782	HENDERSON, TX	BELLANCA	7ECA	NONE	356
287	N757VV	032082	ALLENDALE, SC	CESSNA	152	NONE	342
288	N1418G	030282	CORONA DEL MAR, CA	BEECH	35-B33	MINOR	78
289	N6142L	012182	NEW ALBANY, MS	GRUMMAN	AA-1	FATAL	244
290	N16524	020782	KALAUPAPA, HI	PIPER	PA-28-140	SERIOUS	168
291	N6492V	012482	WHEELING, IL	CESSNA	172RG	NONE	188
292	N47442	011382	WATONGA, OK	PIPER	PA-28R-201	NONE	300
293	N25853	030482	BROOKSVILLE, FL	CESSNA	152	NONE	126
294	N2623K	032082	BLAINE, WA	LUSCOMBE	8E	NONE	382
295	N8216Z	040282	HEBRON, NE	CESSNA	205	MINOR	260
296	N22609	032982	CAMAS, WA	CESSNA	150H	NONE	386
297	N48952	032482	RUSSELLVILLE, KY	CESSNA	152	NONE	212
298	N1964Q	032582	JACKSONVILLE, FL	CESSNA	177RG	NONE	142
299	N8177A	030382	POORMAN, AK	CESSNA	170	NONE	8
300	N6714E	040382	KENAI, AK	BEECH	C23	NONE	12

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301	N13226	041882	SALEM, OH	CESSNA	172	NONE	298
302	N8293C	030282	NEAR GULKANA, AK	PIPER	PA-18	NONE	6
303	N5701	032182	LIVERMORE, CA	BOLKOW	PHOEBUS C	MINOR	92
304	N2524U	030182	GLENDALE, AZ	PIPER	PA-28-161	NONE	34
305	N67771	030782	MESA, AZ	HOWARD	DGA-15P	NONE	40
306	N2969X	041482	WENTZVILLE, MO	CESSNA	177	NONE	236
307	N3318J	022782	ERWINNA, PA	CESSNA	150G	SERIOUS	326
308	N82GB	040782	LINCOLN, NE	CESSNA	340A	NONE	264
309	N5314A	021782	RAPID CITY, SD	CESSNA	210	NONE	350
310	N1969Q	011982	URBANDALE, IA	CESSNA	177RG	NONE	170
311	N2586B	042482	DUBUQUE, IA	PIPER	PA-38-112	NONE	174
312	N5847G	042082	9 SW SANTA BARBARA, CA	CESSNA	150K	NONE	112
313	N34212	041882	N.W. OF PAGE, AZ	CESSNA	177	NONE	48
314	N5KH	030582	MESA, AZ	CESSNA	P337H	NONE	36
315	N9852F	032882	WULIK RIVER STRIP, AK	CURTISS-WRIG	C-46A	NONE	10
316	N11VH	040982	LYLE, WA	BELL	47G-2A	NONE	392
317	N309MJ	033182	MOCA, PR	PIPER	PA-32R	NONE	336
318	N734GH	030682	MAMMOTH, AZ	CESSNA	172N	NONE	38
319	N2861H	032482	AUBERRY, CA	PIPER	PA-28-201T	NONE	98
320	N3041N	013082	BALD KNOB, AR	CESSNA	140	NONE	22
321	N60761	032082	SABETHA, KS	CESSNA	150	NONE	206
322	N73890	041882	BAKERSFIELD, CA	CESSNA	172	NONE	110
323	N71734	012582	BETHEL, AK	CESSNA	182M	FATAL	4
324	N424VW	011182	AUBURN, AL	CESSNA	310L	NONE	16
325	N340RA	031682	IDAHO FALLS, ID	CESSNA	340	NONE	184

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326	N4275S	010182	TUSKEGEE, AL	BEECH	V35B	NONE	14
327	N40627	031882	BAYPORT, NY	PIPER	J3C-65	NONE	280
328	N731RG	022382	LODI, CA	CESSNA	A188B	SERIOUS	74
329	N11894	050182	NEVADA, IA	CESSNA	150	NONE	178
330	N4881P	041182	JACKSONVILLE, FL	PIPER	PA-23-250	NONE	154
331	N4380Z	021382	PLENTYWOOD, MT	PIPER	PA-18	MINOR	250
332	N30325	040882	NAPA, CA	PIPER	PA-28R-201	NONE	104
333	N2879B	041582	STOCKTON, CA	BELL	47G-2	NONE	106
334	N5682E	040382	DEATH VALLEY, CA	CESSNA	150	NONE	100
335	N9LT	032982	MACON, GA	PIPER	PA-24-250	NONE	160
336	N7377	040782	WINSTON-SALEM, NC	BEECH	65-A90	NONE	256
337	N2835H	030582	MARION, NC	SCHWEIZER	SGS-1-35	NONE	254
338	N180L	030482	LA JOLLA, CA	BEECH	B35	NONE	80
339	N8059K	031582	HOLLY GROVE, AR	GULFSTREAM AM	G-164B	NONE	28
340	N68655	031982	WEATHERFORD, OK	CESSNA	421C	NONE	308
341	N254B	031382	GRAND PRAIRIE, TX	COLONIAL	C-1	NONE	360
342	N4649B	032982	DULUTH, MN	CESSNA	180	NONE	230
343	N94067	032982	MERRITT ISLAND, FL	ERCOUPE	415-C	NONE	146
344	N2374F	032382	FORT WAYNE, IN	PIPER	PA-38	NONE	204
345	N714KR	032382	WHEELING, IL	CESSNA	150	NONE	194
346	N9447U	021382	ALTAMONT, IL	CESSNA	150	MINOR	190
347	N10UP	010982	CALISTOGA, CA	SCHLEICHER	ASW 20	NONE	56
348	N9688A	022882	WAGONER, OK	CESSNA	140A	SERIOUS	304
349	N51735	010282	MIDWAY, UT	ENSTROM	280C	NONE	364
350	N6242Y	012082	MCCOMB, MS	PIPER	PA-23-250	FATAL	242

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
351	N6247R	030782	PLUSH, OR	CESSNA	172RG	NONE	320
352	N8471V	040582	EUREKA, WA	ROCKWELL INT	S-2R	NONE	388
353	N56270	020682	MEDFORD, OR	BOEING	A75N1	NONE	314
353	N95078	020682	MEDFORD, OR	TAYLORCRAFT	BC12-D	NONE	316
354	N4325Q	033082	DES MOINES, IA	CESSNA	172L	NONE	172
355	N2134R	042982	ESTHERVILLE, IA	PIPER	PA-28-180	NONE	176
356	N32RA	050882	WALDEN, MO	TAYLOR	MONOPLANE	NONE	238
357	N33281	020782	ARTESIA, NM	CESSNA	177RG	NONE	272
358	N66944	040782	PONTIAC, MI	CESSNA	152	NONE	226
359	N1556Q	042482	POTTER, NE	CESSNA	150	NONE	266
360	N8584	012382	HOBBS, NM	GRUMMAN	G-164A	NONE	270
361	N7273J	011182	NEAR BOZEMAN, MT	PIPER	PA-28-140	SERIOUS	248
362	N222RP	032582	JEROME, ID	ROTORWAY	SCORPION T	SERIOUS	186
363	N12BK	020282	WEST JORDAN, UT	SMITH MINIPL	BK-1	NONE	366
364	N4539U	021482	DAGGETT, CA	CESSNA	150	SERIOUS	64
365	N731NZ	010982	NAPA, CA	CESSNA	P210N	SERIOUS	54
366	N9557G	050182	COLUMBUS, MS	CESSNA	A188	NONE	246
367	N2368B	042382	MONTGOMERY, AL	PIPER	PA-38-112	NONE	18
368	N3192Z	050182	TIMMONSVILLE, SC	PIPER	PA-18A	NONE	346
369	N3155E	042282	BUCKHANNON, WV	CESSNA	172	NONE	404
370	N3707N	032582	RIDGELAND, SC	BEECH	58	MINOR	344
371	N3605B	041282	ALCOA, TN	S.N.I.A.S.	AS350D AST	MINOR	352
372	N600JR	042182	PAINTSVILLE, KY	CESSNA	320A	NONE	214
373	N3060E	032482	DODGEVILLE, WI	PIPER	PA-28-236	MINOR	400
374	N7706	011282	ABERDEEN, MS	CESSNA	414	MINOR	240

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
375	N93607	020682	BROWNSBURG, IN	ERCOUPE	415-C	NONE	198
376	N2866M	033082	VAN WERT, OH	PIPER	PA-32-300	MINOR	296
377	N2765Y	040582	PONTIAC, MI	BEECH	95	SERIOUS	224
378	N46733	020782	CANTON, MI	CESSNA	152	NONE	222
379	N37149	042482	JACKSONVILLE, FL	BEECH	77	NONE	158
380	N2741J	030282	HUMA CAD, PR	CESSNA	150	FATAL	334
381	N3587D	040182	MIAMI, FL	PIPER	PA-31-350	NONE	150
382	N7552F	032682	NEW SMYRNA BEACH, FL	CHAMPION	7GCBC	NONE	144
383	N1026M	022882	LAKE CITY, FL	CESSNA	172L	NONE	122
384	N501A	050982	HAYS, KS	BELLANCA	14-19	MINOR	210
385	N761MG	022382	ATLANTIC OCEAN, AO	CESSNA	210	SERIOUS	20
386	N54569	050282	LISABUELLA, WA	CESSNA	172N	NONE	394
387	N4049	040482	QUINCY, FL	CESSNA	182	NONE	152
388	N9393F	041282	NEAR KISSIMMEE, FL	HUGHES	269B	MINOR	156
389	N3427U	030682	WOODLAND, CA	CESSNA	182	NONE	86
390	N25782	032282	WINSLOW, AZ	CESSNA	152	NONE	42
391	N2753J	011082	BULLHEAD CITY, AZ	CESSNA	172N	NONE	30
392	N21DR	011782	HONOLULU, HI	CONVAIR	440	MINOR	166
393	N4816X	032882	TUCSON, AZ	CESSNA	150G	NONE	46
394	N63335	032182	DELANO, CA	CESSNA	150	NONE	94
395	N6585H	021782	SAN LUIS OBISPO, CA	CESSNA	172M	NONE	66
396	N5678E	030682	HALF MOON BAY, CA	CESSNA	150	NONE	84
396	N94906	030682	HALF MOON BAY, CA	TAYLORCRAFT	BC12-D	NONE	82
397	N79325	022482	HENNESSEY, OK	CESSNA	172	NONE	302
398	N4912H	022882	ARKADELPHIA, AR	CESSNA	152	NONE	26

File Order Listing - Issue No. 2, 1982

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page -----
399	N8526H	022282	PICKENS, AR	GRUMMAN	G-164A	NONE	24
400	N5101B	021482	CLEVELAND, TX	CESSNA	152	NONE	354



AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 2 OF 1982 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 225 1/17/82 ANCHORAGE, AK

A/C Reg. No. N63516

Time (Lc1) - 1012 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew 0  
Pass 0  
Other 0

Injuries			
Fatal	Serious	Minor	None
0	0	1	1
0	0	0	0
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/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 - 210/002 KTS  
Visibility - 30.0 SM  
Cloud Conditions(1st) - 12000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision - FOG  
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

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

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

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

Age - 24  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	1370
Last 24 Hrs	4
Last 30 Days	48
Last 90 Days	183

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE AIRCRAFT ENTERED A FOG BANK NEAR THE END OF THE RUNWAY WHILE THE STUDENT WAS AT THE CONTROLS. THE STUDENT RELEASED THE YOKE AND THOUGHT THE INSTRUCTOR HAD ASSUMED CONTROL. THE INSTRUCTOR REPORTED THAT HE WAS NOT PAYING CLOSE ATTENTION AND DID NOT TAKE CONTROL UNTIL THE STALL WARNING HORN SOUNDED. INITIALLY THE INSTRUCTOR FELT SPATIALLY DISORIENTED. AS THE NOSE STARTED DOWN DURING RECOVERY, THE INSTRUCTOR OBTAINED VISUAL REFERENCES WHICH HELPED. WHILE RECOVERING, THE PLANE STRUCK THE GABLES ON THE END OF A MOTEL AND CAME TO REST ON THE ROOF OF AN ADJOINING STRUCTURE.

Brief of Accident (Continued)

File No. - 225

1/17/82

ANCHORAGE, AK

A/C Reg. No. N63516

Time (Lc1) - 1012 AST

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

Finding(s)

1. WEATHER CONDITION - FOG

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

Finding(s)

2. VFR FLIGHT INTO IMC - CONTINUED - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND(CFI)
5. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND(CFI)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

6. OBJECT - RESIDENCE

-----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. - 323      1/25/82      BETHEL, AK      A/C Reg. No. N71734      Time (Lc1) - 1115 AST

-----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 - CESSNA 182M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2850  
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 - YES  
Weather Radar - NO

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

Weather Data

Wx Briefing - FSS  
Method - RADIO  
Completeness - PARTIAL, LMTD BY FCSTR  
Basic Weather - UNK/NR  
Wind Dir/Speed - 006/011 KTS  
Visibility - UNK/NR  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision - BLOWING SNOW  
Precipitation - SNOW SHOWER  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BETHEL, AK  
Destination  
EEK, AK

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)  
PRIVATE  
SE LAND

Age - 43

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	358	Last 24 Hrs	- UNK/NR
Make/Model	-	139	Last 30 Days	- UNK/NR
Instrument	-	1	Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FILED A VFR, ROUND ROBIN, FLIGHT PLAN. WHEN THE TIME ON THE FLIGHT PLAN HAD ELAPSED, A SEARCH WAS INITIATED. LATER, THE PLANE WAS FOUND WHERE IT HAD CRASHED ON A FROZEN LAKE SURROUNDED BY LOW TERRAIN. AN EXAMINATION OF THE WRECKAGE REVEALED THAT THE PLANE HAD DISINTEGRATED DURING IMPACT. ALL OF THE WRECKAGE WAS CONTAINED WITHIN AN AREA STARTING FROM THE IMPACT POINT AND EXTENDING ALONG A STRAIGHT LINE. NO PRE-CRASH COMPONENT OR SYSTEM FUNCTIONAL FAILURES WERE EVIDENT. ONE PILOT, FLYING IN THE AREA OF THE ACCIDENT, REPORTED A SKY CONDITION AS LOW AS 500 FT OVERCAST WITH TWO MILES VISIBILITY AND LIGHT SNOW SHOWERS. ANOTHER PILOT IN THE AREA REPORTED NEAR WHITE-OUT CONDITIONS.

Brief of Accident (Continued)

File No. - 323

1/25/82

BETHEL, AK

A/C Reg. No. N71734

Time (Lcl) - 1115 AST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - SNOW
3. WEATHER CONDITION - WHITEOUT

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

Finding(s)

4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 302      3/02/82      NEAR GULKANA, AK      A/C Reg. No. N8293C      Time (Lcl) - 1300 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Fatal

Crew        0  
Pass        0  
Other        0

Injuries

Serious       Minor

None

1  
1  
0

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

Make/Model        - PIPER PA-18  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1750  
No. of Seats      - 2

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

ELT Installed/Activated - YES-UNK/NR  
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- 030/002 KTS  
Visibility        - 40.0 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  
ANCHORAGE, AK  
Destination  
CROSSWIND LAKE, AK

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 - VISUAL FULL CIRCUIT

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

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

Age - 29  
Biennial Flight Review  
Current            - YES  
Months Since      - 20  
Aircraft Type     - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 309  
Make/Model-       226  
Instrument-        1  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE ARRIVED AT CROSSWINDS LAKE, MADE A LOW PASS AND ATTEMPTED TO CONTACT THE WHEELS ON THE SNOW TO DETERMINE IF A LANDING WAS POSSIBLE. THE WHEELS BROKE THROUGH THE CRUST ON THE SNOW AND THE AIRCRAFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 302

3/02/82

NEAR GULKANA, AK

A/C Reg. No. N8293C

Time (Lcl) - 1300 ADT

-----  
Occurrence            NOSE OVER  
Phase of Operation    OTHER

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 299      3/03/82      POORMAN,AK      A/C Reg. No. N8177A      Time (Lcl) - 1430 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model      - CESSNA 170  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2050  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL O-300D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 145 HP

ELT Installed/Activated      - YES/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- 360/010 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  
MCGRATH,AK  
Destination  
POORMAN,AK

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

TIMBER CREEK  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - 2200 -UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - ICE  
SNOW - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND

Age - 35

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1050	Last 24 Hrs	- 0
Make/Model-	650	Last 30 Days-	0
Instrument-	UNK/NR	Last 90 Days-	0

Instrument Rating(s)      - NONE

-----Narrative-----

AFTER MAKING A LOW PASS OVER THE RUNWAY AND NOTING THAT IT WAS PLOWED WITH BERMS ON BOTH SIDES AND THAT THERE WERE BARE PATCHES ON THE RUNWAY THE PILOT ELECTED TO LAND. SHORTLY AFTER TOUCHDOWN THE LEFT SKI ENCOUNTERED A BARE SPOT ON THE FROZEN SNOW AND ICE COVERED RUNWAY. THE AIRCRAFT VEERED TO THE LEFT AND IMPACTED A FROZEN SNOWBERM.



Brief of Accident (Continued)

File No. - 299

3/03/82

POORMAN, AK

A/C Reg. No. N8177A

Time (Lc1) - 1430 AST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT UNDERSTOOD - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - UNCONTROLLED - 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. - 315      3/28/82      WULIK RIVER STRIP, AK      A/C Reg. No. N9852F      Time (Lcl) - 1210 AST

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

Type Operating Certificate-OTHER

Type of Operation - OTHER  
Flight Conducted Under - 14 CFR 125  
Accident Occurred During - LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

Crew

0

Pass

0

Other

0

Injuries

Serious

0

Minor

0

None

2

0

0

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

Make/Model - CURTISS-WRIGHT C-46A  
Landing Gear - TAILWHEEL-ALL RETRACT  
Max Gross Wt - 48000  
No. of Seats - 3

Eng Make/Model - P & W R-2800

Number Engines - 2

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 2500 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

Weather Radar - NO

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - PARTIAL, LMTD BY FCSTR  
Basic Weather - VMC  
Wind Dir/Speed - UNK/NR  
Visibility - UNK/NR  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

KOTZEBUE, AK

Destination

WULIK RIVER STRIP, AK

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

ON AIRSTRIP

Airport Data

LIK AIRSTRIP

Runway Ident - 27

Runway Lth/Wid - 4100/ 75

Runway Surface - SNOW

Runway Status - SNOW - COMPACTED

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND, SE SEA

Age - 28

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-46

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2286

Make/Model - 538

Instrument - 395

Multi-Eng - 1255

Last 24 Hrs - 3

Last 30 Days - 25

Last 90 Days - 63

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PILOT NOTED THAT THERE WAS A CARGO PLANE BEING UNLOADED AT THE END OF A 4100 FT. SNOW COVERED RUNWAY. HE ELECTED TO LAND FROM THE OPPOSITE END WITHIN THE FIRST 4000 FT. THE WIND WAS CALM. DURING THE LANDING FLARE, THE RIGHT MAIN GEAR STRUCK A SNOW BERM AT THE APPROACH END OF THE RUNWAY AND FAILED. THE PLANE BOUNCED ON THE RUNWAY AND THE LEFT GEAR FOLDED. THE PLANE THEN SLID ABOUT 1000 FT ON ITS BELLY TO A STOP.

Brief of Accident (Continued)

File No. - 315

3/28/82

WULIK RIVER STRIP, AK

A/C Reg. No. N9852F

Time (Lc1) - 1210 AST

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 - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

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

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

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 300 4/03/82 KENAI,AK

A/C Reg. No. N6714E

Time (Lcl) - 2028 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	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 - BEECH C23  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2450  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - SELF

Basic Weather - VMC  
Wind Dir/Speed- 360/003 KTS  
Visibility - 15.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT (BRIGHT)

Itinerary

Last Departure Point  
ANCHORAGE,AK  
Destination  
KENAI,AK

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

KENAI  
Runway Ident - 01  
Runway Lth/Wid - 7575/ 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 - 1  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	74	Last 24 Hrs -	0
Make/Model-	4		Last 30 Days-	13
Instrument-	3		Last 90 Days-	71

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL THE AIRCRAFT SWERVED LEFT, RIGHT, THEN LEFT AGAIN BEFORE LEAVING THE LEFT EDGE OF THE RUNWAY ABOUT 1700 FEET BEYOND THE LANDING THRESHOLD. IT PASSED OVER A SNOW BERM BEFORE COMING TO REST PERPENDICULAR TO THE RUNWAY.

Brief of Accident (Continued)

File No. - 300

4/03/82

KENAI, AK

A/C Reg. No. N6714E

Time (Lc1) - 2028 AST

-----  
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

-----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. - 326      1/01/82      TUSKEGEE,AL      A/C Reg. No. N4275S      Time (Lcl) - 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	0
Accident Occurred During -LANDING		Other 0	0	0	0

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

Make/Model - BEECH V35B	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3650	Engine Type - RECIP - FULL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ST. LOUIS,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TUSKEGEE,AL	TUSKEGEE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 7000
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 5000
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 43
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, THE PILOT PUT THE LANDING GEAR AND FLAP HANDLES IN THE DOWN POSITIONS. HE HEARD NOISES THAT SOUNDED LIKE BOTH HAD EXTENDED AND ASSUMED EVERYTHING WAS IN PLACE. THE PILOT WAS UNAWARE THAT THE LANDING GEAR WAS NOT DOWN UNTIL AFTER TOUCHDOWN. AN EXAMINATION REVEALED THAT THE GEAR WOULD NOT EXTEND BY NORMAL MEANS, BUT HAD TO BE STARTED WITH THE EMERGENCY CRANK. LATER, THE LANDING GEAR RETRACT MOTOR WAS FOUND TO BE BURNED OUT. ALSO, THE LANDING GEAR RETRACT RODS WERE BENT.

Brief of Accident (Continued)

File No. - 326

1/01/82

TUSKEGEE,AL

A/C Reg. No. N4275S

Time (Lc1) - 1530 EST

---

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

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - NOT ENGAGED
  2. ELECTRICAL SYSTEM,ELECTRIC MOTOR - BURNED
  3. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
  4. GEAR DOWN AND LOCKED - NOT IDENTIFIED - PILOT IN COMMAND
  5. 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) 3,4

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. - 324 1/11/82 AUBURN,AL

A/C Reg. No. N424VW

Time (Lc1) - 1715 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 -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass  
Other

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

Make/Model - CESSNA 310L  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5300  
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 270/005 KTS  
Visibility - 15.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
HUNTSVILLE,AL  
Destination  
AUBURN,AL

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - UNK/NR  
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity  
ON AIRPORT

Airport Data

AUBURN/OPELIKA  
Runway Ident - 18  
Runway Lth/Wid - 3945/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current - YES  
Months Since - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3107	Last 24 Hrs -	2
Make/Model-	800	Last 30 Days-	UNK/NR	
Instrument-	980	Last 90 Days-	46	
Multi-Eng -	821			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOKOFF FROM NORTH HUNTSVILLE ON A RUNWAY THAT WAS WET FROM MELTED SNOW. AFTER TAKEOFF, THE GEAR WOULD NOT RETRACT, SO HE RETURNED AND LANDED. A MECHANIC FOUND ICE ON THE ANTI-RETRACTION SWITCH ON THE LEFT MAIN GEAR. A GROUND HEATER WAS USED TO MELT THE ICE AND THE SWITCH WAS CLEANED. ANOTHER TAKEOFF WAS MADE AND THE GEAR RETRACTED NORMALLY. DURING ARRIVAL AT THE DESTINATION, THE NOSE GEAR WOULD EXTEND ONLY ABOUT HALF-WAY. THE PILOT WAS UNABLE TO EXTEND AND LOCK THE NOSE GEAR WITH EITHER NORMAL OR EMERGENCY SYSTEMS. HE TOUCHED DOWN ON THE MAIN GEAR WITH THE PROPELLERS FEATHERED. DAMAGE WAS CONFINED TO THE PROPELLERS AND THE NOSE SECTION. AN INSPECTION REVEALED THAT THE TUBE ASSEMBLY, PN 0840125-4, WAS BOWED AND BROKEN.



Brief of Accident (Continued)

File No. - 324

1/11/82

AUBURN, AL

A/C Reg. No. N424VW

Time (Lcl) - 1715 CST

---

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

Finding(s)

1. LANDING GEAR, NOSE GEAR - UNDETERMINED
  2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
  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. - 367 4/23/82 MONTGOMERY, AL

A/C Reg. No. N2368B

Time (Lcl) - 1415 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

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-38-112

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 112 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - IN PERSON

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 100/011 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

DANNELLY FIELD

Runway Ident - 09

Runway Lth/Wid - 9001/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----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-WAIVERS/LIMIT

Flight Time (Hours)

Total - 12

Last 24 Hrs - 0

Make/Model- 12

Last 30 Days- UNK/NR

Instrument- 0

Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HIS SECOND SUPERVISED SOLO FLIGHT. AFTER A 30 MINUTE LOCAL FLIGHT, HE RETURNED TO THE AIRPORT TO PRACTICE FULL-FLAP, TOUCH AND GO LANDINGS ON RUNWAY 9. THE WIND WAS FROM 100 DEGREES AT 11 KNOTS. DURING HIS FIRST LANDING, THE STUDENT TOUCHED DOWN HARD AT 70 KNOTS AND BOUNCED. HE ADDED POWER, BUT BOUNCED AGAIN. ON THE THIRD TOUCHDOWN, THE NOSEWHEEL COLLAPSED.

Brief of Accident (Continued)

File No. - 367

4/23/82

MONTGOMERY, AL

A/C Reg. No. N2368B

Time (Lc1) - 1415 CST

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  4. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
- 

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

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 385      2/23/82      ATLANTIC OCEAN,AD      A/C Reg. No. N761MG      Time (Lc1) - 1900 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	1	0	0
Pass	0	1	0	0
Other	0	0	0	0

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

Make/Model      - CESSNA 210  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3000  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL IO-520-L4A  
Number Engines - 1  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 300 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- 045/015 KTS  
Visibility      - 4.0 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  
VALKARIA,FL  
Destination  
ROUND ROBIN & RETURN

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 - 42

Biennial Flight Review

Current      - YES  
Months Since      - UNK/NR  
Aircraft Type      - PA-32

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2423	Last 24 Hrs	- 6
Make/Model-	560	Last 30 Days-	15
Instrument-	UNK/NR	Last 90 Days-	30
Multi-Eng	- 423		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED DEPARTING VALKARIA, FLORIDA ON A VFR ROUND ROBIN FLIGHT TO GREAT ABACO ISLAND, BAHAMAS AND RETURN. WHILE ON THE RETURN LEG OF THE FLIGHT, THE ENGINE LOST POWER. THE PILOT WAS UNABLE TO RESTORE POWER OR GLIDE TO LAND; THEREFORE, HE DITCHED THE AIRCRAFT IN OCEAN WATERS. THE TWO OCCUPANTS WERE RESCUED TWO DAYS LATER BY PERSONNEL OF A CRUISE SHIP.

Brief of Accident (Continued)

File No. - 385

2/23/82

ATLANTIC OCEAN, AO

A/C Reg. No. N761MG

Time (Lcl) - 1900 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      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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 320      1/30/82      BALD KNOB, AR      A/C Reg. No. N3041N      Time (Lc1) - 1330 CST

-----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 140	Eng Make/Model - CONTINENTAL C-90-12F	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SEARCY, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BALD KNOB
Wind Dir/Speed- 180/020 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 2000 FT BROKEN	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - TOUCH AND GO	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 9207
SE LAND, ME LAND	Months Since - 12	Make/Model- 30
	Aircraft Type - UNK/NR	Instrument- 1235
		Multi-Eng - 2986
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 59
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN ESTIMATE TWO HOURS OF FUEL WAS OBSERVED IN THE AIRCRAFT DURING THE PREFLIGHT INSPECTION. ABOUT 24 MINUTES AFTER TAKEOFF, THE ENGINE LOST POWER DURING TAKEOFF FROM A TOUCH AND GO LANDING. THE POWER LOSS OCCURRED AT ABOUT 100 TO 150 FT AGL. THE INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT AND LANDED DOWNWIND IN THE ONLY AVAILABLE FIELD. DURING THE LANDING ROLL, THE PLANE NOSED OVER IN SOFT, WET TERRAIN.

Brief of Accident (Continued)

File No. - 320

1/30/82

BALD KNOB, AR

A/C Reg. No. N3041N

Time (Lc1) - 1330 CST

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

Finding(s)

1. UNDETERMINED

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

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

2. WEATHER CONDITION - TAILWIND
3. TERRAIN CONDITION - WET
4. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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. - 399

2/22/82

PICKENS, AR

A/C Reg. No. N8526H

Time (Lc1) - 1034 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 -APPLYING SEEDS, CHEMICALS, ETC

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire  
NONE

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

Make/Model - GRUMMAN G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6198

No. of Seats - 1

Eng Make/Model - P & W R-1340

Number Engines - 1

Engine Type - UNK/NR

Rated Power - 600 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- 170/005 KTS

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

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

M & M AG STRIP

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 - 56

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	18010	Last 24 Hrs	-	5
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Make/Model	-	250	Last 30 Days	-	10
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Instrument	-	769	Last 90 Days	-	10
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Multi-Eng	-	5150			
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 100 FT AGL DURING TAKEOFF, THE ENGINE BEGAN TO LOSE POWER. THE PILOT REPORTED THAT HE SMELLED A STRONG ODOR OF HOT METAL AND BEGAN A RIGHT TURN TO RETURN TO THE AIRSTRIP. SHORTLY THEREAFTER, HE EXPERIENCED A COMPLETE LOSS OF POWER. WHILE LANDING IN AN ADJACENT FIELD, THE PLANE ENCOUNTERED SOFT MUD AND NOSED OVER. AN EXAMINATION OF THE ENGINE REVEALED THAT AN IMPELLER BEARING HAD FAILED.



Brief of Accident (Continued)

File No. - 399

2/22/82

PICKENS, AR

A/C Reg. No. N8526H

Time (Lc1) - 1034 CST

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

Finding(s)

1. ENGINE ASSEMBLY, BLOWER/IMPELLER - FAILURE, TOTAL

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

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - WET
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

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. - 398      2/28/82      ARKADDELPHIA, AR      A/C Reg. No. N4912H      Time (Lcl) - 1700 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0	0	1
			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 - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 110 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - 6000 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</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 - NONE</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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 20</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 10</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate -</p> <p>Flight Time (Hours)</p> <p>Total - 123</p> <p>Make/Model- 83</p> <p>Instrument- 3</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 28</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO PRACTICE A FORCED LANDING PATTERN TO A LARGE RICE FIELD. AS HE PASSED OVER A STAND OF PINE TREES ON FINAL APPROACH, HE HEARD A LOUD THUMP. HE INCREASED POWER AND RETURNED TO THE AIRPORT. EN ROUTE, HE NOTED A DENT ON THE LEADING EDGE OF THE RIGHT WING WHERE IT HAD COLLIDED WITH A TALL PINE TREE. THE LANDING WAS MADE WITHOUT FURTHER DIFFICULTY.

Brief of Accident (Continued)

File No. - 398

2/28/82

ARKADELPHIA, AR

A/C Reg. No. N4912H

Time (Lc1) - 1700 CST

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - SIMULATED - 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. - 339      3/15/82      HOLLY GROVE, AR      A/C Reg. No. N8059K      Time (Lc1) - 1730 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	-LANDING		Other 0	0	0	0

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

Make/Model	- GULFSTREAM AMERICAN G-164B	Eng Make/Model	- P&W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2000	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	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 - 7.0 SM	Type of Flight Plan - NONE	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 - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 5170	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 3	Make/Model - 865	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 252	Last 90 Days - 130
		Multi-Eng - 1002	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AGRICULTURAL PILOT WAS ALIGNING THE AIRCRAFT TO BEGIN A SWATH RUN WHEN THE ENGINE BEGAN TO LOSE POWER. HE NOTED A LOSS OF MANIFOLD AND OIL PRESSURE AS WELL AS BLACK SMOKE FROM THE EXHAUST. HE TURNED AWAY FROM THE FIELD AND COLLIDED WITH TREES RATHER THAN TAKE THE CHANCE OF HITTING PERSONNEL IN THE FIELD.

Brief of Accident (Continued)

File No. - 339

3/15/82

HOLLY GROVE, AR

A/C Reg. No. N8059K

Time (Lcl) - 1730 CST

Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

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. - 391      1/10/82      BULLHEAD CITY, AZ      A/C Reg. No. N2753J      Time (Lcl) - 1145 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
		DESTROYED		Fatal	Serious	Minor	None	
Type of Operation	-PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0	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/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2307	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 AIRPORT	
Method	- TELEPHONE	TORRANCE, CA		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	BULLHEAD CITY, AZ	BULLHEAD CITY	
Wind Dir/Speed	- 360/020 KTS		Runway Ident	- 17
Visibility	- 30.0 SM	ATC/Airspace	Runway Lth/Wid	- 4000/ 60
Cloud Conditions(1st)	- NONE	Type of Flight Plan	- VFR	
Cloud Conditions(2nd)	- NONE	Type of Clearance	- NONE	
Obstructions to Vision	- NONE	Type Approach Flown	- VISUAL FULL CIRCUIT	
Precipitation	- NONE		Runway Surface	- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status	- DRY

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

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 105
SE LAND	Months Since - 2	Make/Model	- 15
	Aircraft Type - UNK/NR	Instrument	- 2
		Last 24 Hrs	- 3
		Last 30 Days	- 15
		Last 90 Days	- 27

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE PILOT WAS LANDING WITH A TAILWIND, THE AIRCRAFT WENT OFF THE LEFT SIDE OF THE RUNWAY AND TRAVELED OVER A RAISED AREA BESIDE THE RUNWAY. THE PILOT REPORTED THAT THE NOSEWHEEL CAUGHT ON THE HILLSIDE AS A GUST OF WIND WAS ENCOUNTERED AND THE AIRPLANE FLIPPED OVER.

Brief of Accident (Continued)

File No. - 391

1/10/82

BULLHEAD CITY, AZ

A/C Reg. No. N2753J

Time (Lc1) - 1145 PST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. IMPROPER DECISION, 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. WEATHER CONDITION - GUSTS
7. TERRAIN CONDITION - UPHILL
8. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 253      2/28/82      PHOENIX, AZ      A/C Reg. No. N7740S      Time (Lcl) - 1720 MST

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

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

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

Make/Model	- SCHWEIZER SGS1-260	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	- 700	Engine Type	- N/A	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - UNK/NR</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>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 - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>PLEASANT VALLEY</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>STUDENT</p> <p>GLIDER</p> <p>Instrument Rating(s) - NONE</p>	<p>Age - UNK/NR</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 -</p> <p>Flight Time (Hours)</p> <p>Total - 21</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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-----Narrative-----

DURING THE TAKEOFF ROLL THE GLIDER'S RIGHT WING COLLIDED WITH THE LEFT TIRE OF A PARKED AIRCRAFT. THE PILOT STATED THAT THE ACCIDENT COULD HAVE BEEN PREVENTED BY PULLING THE GLIDER OUT FARTHER.



Brief of Accident (Continued)

File No. - 253

2/28/82

PHOENIX,AZ

A/C Reg. No. N7740S

Time (Lcl) - 1720 MST

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Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  2. OBJECT - AIRCRAFT PARKED
  3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 304      3/01/82      GLENDALE,AZ      A/C Reg. No. N2524U      Time (Lc1) - 1640 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 -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAXI

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-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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 30.0 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  
YUMA,AZ

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

GLENDALE MUNI  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - MACADAM  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

GLIDER

Age - 32

Biennial Flight Review

Current - NO  
Months Since - 27  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 424	Last 24 Hrs -	0
Make/Model-	305	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	0

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF, THE RIGHT WING OF THE AIRCRAFT COLLIDED WITH A SIGN THAT WAS LOCATED BESIDE THE TAXIWAY.

Brief of Accident (Continued)

File No. - 304

3/01/82

GLENDAL, AZ

A/C Reg. No. N2524U

Time (Lcl) - 1640 MST

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

Finding(s)

1. OBJECT - OBJECT
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 314

3/05/82

MESA, AZ

A/C Reg. No. N5KH

Time (Lcl) - 1430 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	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 P337H  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4630  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-360-CB  
Number Engines - 2  
Engine Type - RECIP - FUEL INJECTED  
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- 260/010 KTS  
Visibility - 60.0 SM  
Cloud Conditions(1st) - 15000 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 - TOWER  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

FALCON  
Runway Ident - 22  
Runway Lth/Wid - 4300/ 100  
Runway Surface - ASPHALT  
Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND, ME LAND

Age - 53

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	-	199	Last 24 Hrs -	0
Make/Model-	71	Last 30 Days-	UNK/NR	
Instrument-	14	Last 90 Days-	0	
Multi-Eng -	84			

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING FROM A LOCAL FLIGHT, THE PILOT LANDED WITH A GUSTY CROSSWIND FROM THE RIGHT. HE REPORTED THAT HE WAS ON THE LANDING ROLL AT ABOUT 55 KNOTS (20 KNOTS BELOW LANDING SPEED) WHEN A SEVERE GUST LIFTED HIS RIGHT WING. THE PLANE ABRUPTLY TURNED ABOUT 45 DEGREES LEFT AND HEADED TOWARD A CESSNA 182 TAXIING ON A PARALLEL TAXIWAY. THE PILOT APPLIED FULL POWER, LIFTED OFF, AND CLEARED THE CESSNA 182. HE THEN LOWERED HIS NOSE TO OBTAIN AIRSPEED. HOWEVER, THE PLANE WAS HEADED TOWARD A HANGAR AND HE WAS UNABLE TO MAINTAIN FLYING SPEED. THE PLANE SETTLED ON ITS TAIL IN A GRASS AREA. AFTER TOUCHDOWN, IT CONTINUED INTO A TIE-DOWN AREA AND STRUCK THREE OTHER AIRCRAFT. THEY WERE CESSNA 172, N62610; CESSNA 172RG, N5148U; AND CESSNA 150, N46972.

Brief of Accident (Continued)

File No. - 314

3/05/82

MESA,AZ

A/C Reg. No. N5KH

Time (Lc1) - 1430 PST

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

Finding(s)

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

Occurrence #2      ABRUPT MANEUVER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

7. LIFT-OFF - PREMATURE - PILOT IN COMMAND
8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

9. OBJECT - AIRCRAFT PARKED

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 318

3/06/82

MAMMOTH,AZ

A/C Reg. No. N734GH

Time (Lcl) - 1606 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -INSTRUCTIONAL - SOLO

SUBSTANTIAL

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

Fire

Crew

0

0

0

1

Accident Occurred During -LANDING

NONE

Pass

0

0

0

0

Other

0

0

0

0

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

Make/Model - CESSNA 172N

Eng Make/Model - LYCOMING O-320-H2AD

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2150

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 160 HP

-----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) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DEMING,NM

Destination

CASA GRANDE,AZ

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 - 18

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 181 Last 24 Hrs - 0

Make/Model- 54 Last 30 Days- UNK/NR

Instrument- 39 Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON A SOLO CROSS-COUNTRY FLIGHT IN PREPARATION FOR HIS COMMERCIAL PILOT CERTIFICATE. HE HAD BEGUN A DESCENT FROM 10,500 FT FOR LANDING AT HIS DESTINATION AIRPORT WHEN THE ENGINE QUIT. ATTEMPTS TO RESTART THE ENGINE WERE UNSUCCESSFUL AND A FORCED LANDING WAS MADE ON A HIGHWAY.

Brief of Accident (Continued)

File No. - 318

3/06/82

MAMMOTH,AZ

A/C Reg. No. N734GH

Time (Lcl) - 1606 PST

-----  
Occurrence #1      LOSS OF POWER  
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 TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN  
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-----Probable Cause-----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 305      3/07/82      MESA,AZ

A/C Reg. No. N67771

Time (Lcl) - 0825 PST

-----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	3
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 - HOWARD DGA-15P  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 4425  
No. of Seats - 5

Eng Make/Model - P & W R-985-AN-6  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 450 HP

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- VARIABLE  
Visibility - 6.0 SM  
Cloud Conditions(1st) - 1500 FT SCATTERED  
Cloud Conditions(2nd) - 3000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HUACHUCA,AZ  
Destination  
MESA,AZ

Airport Proximity  
ON AIRPORT

Airport Data

FALCON FIELD  
Runway Ident - 04  
Runway Lth/Wid - 4300/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 50  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1254  
Make/Model- 18  
Instrument- 165  
Multi-Eng - 13  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE APPROACHING THE DESTINATION AIRPORT, THE OWNER/PILOT ASKED THE INSTRUCTOR PILOT TO LAND THE AIRCRAFT. THE INSTRUCTOR REPORTED THAT HE MAINTAINED A SLIGHTLY HIGHER THAN NORMAL AIRSPEED ON FINAL APPROACH TO COMPENSATE FOR VARIABLE WIND CONDITIONS. HE STATED THAT ON TOUCHDOWN, THE AIRCRAFT BOUNCED BECAUSE OF THE EXCESS AIRSPEED. DURING THE BOUNCE, THE LEFT WING WAS LIFTED AND THE AIRCRAFT TURNED ABOUT 45 DEGREES TO THE RIGHT. THE INSTRUCTOR ATTRIBUTED THIS TO A GUST OF WIND FROM THE LEFT. HE INITIATED A GO-AROUND TO CLEAR AN AIRCRAFT ON THE TAXIWAY. THE PLANE CROSSED OVER THE AIRCRAFT ON THE TAXIWAY AS WELL AS SEVERAL OTHERS ON A PARKING RAMP, THEN STALLED. FOUR PARKED AIRCRAFT WERE DAMAGED. THE INSTRUCTOR STATED THAT HE HAD CLIMBED TO 25 OR 30 FT AGL AND THE PLANE WAS BECOMING MORE STABLE IN LEVEL FLIGHT WHEN THE OWNER GOT ON THE CONTROLS, PROBABLY TO LOWER THE NOSE AND GAIN AIRSPEED. HE REPORTED MULTIPLE PITCH CONTROL MOVEMENTS AND CHANGES IN THE ANGLE-OF-ATTACK BEFORE THE PLANE STALLED.



Brief of Accident (Continued)

File No. - 305

3/07/82

MESA,AZ

A/C Reg. No. N67771

Time (Lc1) - 0825 PST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND(CFI)
- 

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

Finding(s)

3. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)
  4. CONTROL INTERFERENCE - INITIATED - DUAL STUDENT
  5. IMPROPER DECISION,LACK OF FAMILIARITY WITH AIRCRAFT - DUAL STUDENT
  6. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 390      3/22/82      WINSLOW,AZ      A/C Reg. No. N25782      Time (Lc1) - 1415 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
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 - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 050/005 KTS  
Visibility - 50.0 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 - PRACTICE

Airport Proximity  
ON AIRPORT

Airport Data

WINSLOW MUNI  
Runway Ident - 22  
Runway Lth/Wid - 7498/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 32

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	231	Last 24 Hrs	-	1
Make/Model	-	19	Last 30 Days	-	UNK/NR
Instrument	-	3	Last 90 Days	-	18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE DID A TOUCH AND GO ON RUNWAY 29, THEN PULLED THE POWER OFF AT APPROXIMATELY 300 FT AGL OVER THE INTERSECTION OF RUNWAYS 29 AND 22. HE REPORTED THAT FROM THERE, HE ATTEMPTED TO LAND ON RUNWAY 22 WITH NO POWER, FAILED TO MAINTAIN AIRSPEED IN THE TURN, AND ENTERED A HIGH SINK RATE. THE AIRCRAFT LANDED HARD BEFORE REACHING RUNWAY 22.

Brief of Accident (Continued)

File No. - 390

3/22/82

WINSLOW,AZ

A/C Reg. No. N25782

Time (Lcl) - 1415 MST

Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2.       IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3.       IMPROPER DECISION,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. AIRSPEED - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

7. LEVEL OFF - IMPROPER - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6,7

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. - 257      3/23/82      DILKON,AZ      A/C Reg. No. N21944      Time (Lcl) - 1230 MST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	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	OFF AIRPORT/STRIP
Method - N/A	ALBUQUERQUE,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DILKON,AZ	Runway Ident - N/A
Wind Dir/Speed- 350/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 122
SE LAND	Months Since - 2	Last 24 Hrs - 3
	Aircraft Type - C-172	Make/Model- 29
		Last 30 Days- 10
		Instrument- 5
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO LAND ON A PAVED ROAD AND DURING THE LANDING ROLL COLLIDED WITH A ROAD SIGN.

Brief of Accident (Continued)

File No. - 257

3/23/82

DILKON,AZ

A/C Reg. No. N21944

Time (Lc1) - 1230 MST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  2. OBJECT - OBJECT
- 

-----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. - 393      3/28/82      TUCSON,AZ      A/C Reg. No. N4816X      Time (Lcl) - 0730 MST

-----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 150G  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

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

ELT Installed/Activated - YES/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- VARIABLE/012 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  
TUCSON,AZ  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

AVRA VALLEY  
Runway Ident      - 12  
Runway Lth/Wid      - 3000/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 34  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 46      Last 24 Hrs - 0  
Make/Model- 46      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, THE STUDENT PILOT HEARD A LOUD NOISE FROM THE ENGINE AND LANDED AT A NEARBY AIRPORT. HE REPORTED THAT DURING THE LANDING, A GUST OF WIND WAS ENCOUNTERED, THE LEFT WING CAME UP AND THE NOSE VEERED LEFT. AT THAT TIME, THE RIGHT SPINDLE ATTACHMENT BROKE AND THE STRUT DUG INTO THE PAVEMENT AND CAME THROUGH THE FLOOR. THE ENGINE NOISE WAS FROM A BLOWN EXHAUST GASKET ON THE NUMBER ONE CYLINDER. THE PILOT REPORTED THAT THE WIND WAS SHIFTING AND GUSTING TO 15 KNOTS.

Brief of Accident (Continued)

File No. - 393

3/28/82

TUCSON,AZ

A/C Reg. No. N4816X

Time (Lcl) - 0730 MST

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

Finding(s)

1. EXHAUST SYSTEM,GASKET - FAILURE,TOTAL

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

Finding(s)

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - GUSTS
5.      COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
- 6:      IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

8. LANDING GEAR,AXLE - FAILURE,TOTAL
9. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 3,4,6,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 313      4/18/82      N.W. OF PAGE,AZ      A/C Reg. No. N34212      Time (Lcl) - 1430 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model - CESSNA 177  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2500  
No. of Seats - 4

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

ELT Installed/Activated - YES/NO  
Stall Warning System - 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- 270/020 KTS  
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  
SEDONA,AZ  
Destination  
PAGE,AZ

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

WAHWEAP  
Runway Ident - 24  
Runway Lth/Wid - 2600/ 50  
Runway Surface - DIRT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 49

Biennial Flight Review

Current - YES  
Months Since - 9  
Aircraft Type - C-177

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 210	Last 24 Hrs -	1
Make/Model-	185	Last 30 Days-	18
Instrument-	0	Last 90 Days-	45

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APPROACH FOR LANDING, THE PLANE ENCOUNTERED A DOWNDRAFT. THE PILOT APPLIED FULL POWER TO CLEAR AN EMBANKMENT AND THEN SELECTED 10 DEGREES OF FLAPS. HE STATED THAT THE WIND CAUSED THE PLANE TO DRIFT LEFT AS IT CROSSED THE EMBANKMENT. THE PLANE TOUCHED DOWN TAIL FIRST IN A STALLED CONDITION AND HEADED TOWARD ANOTHER AIRCRAFT. THE PILOT STEERED BACK TOWARD THE RUNWAY AND WAS NOT AWARE THAT HIS PLANE HAD STRUCK THE OTHER AIRCRAFT UNTIL AFTER HE HAD STOPPED.



Brief of Accident (Continued)

File No. - 313

4/18/82

N.W. OF PAGE, AZ

A/C Reg. No. N34212

Time (Lc1) - 1430 PST

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. WEATHER CONDITION - UNFAVORABLE WIND
3. LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3      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

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. - 247

1/03/82

SAN CLEMENTINE, CA

A/C Reg. No. N8630V

Time (Lcl) - 1600 PST

-----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 - MANEUVERING

Fire  
NONE  
Crew  
Pass  
Other

-----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-A2D  
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- UNK/NR  
Visibility - 20.0 SM  
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  
HUNTINGTON BCH, CA  
Destination  
HUNTINGTON BCH, CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 43

Biennial Flight Review

Current - YES  
Months Since - 19  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 316	Last 24 Hrs -	0
Make/Model-	13	Last 30 Days-	UNK/NR
Instrument-	20	Last 90 Days-	45

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, THE PILOT OBSERVED AN AREA OF SLOPING TERRAIN THAT APPEALED TO HIM AS A PROSPECTIVE PIECE OF LAND TO PURCHASE. HE STATED THAT HE GOT TOO LOW AND SLOW WITH THE SUN IN HIS EYES AS HE CIRCLED THE AREA. THE RIGHT WING STRUCK THE GROUND AND THE PLANE FLIPPED OVER.

Brief of Accident (Continued)

File No. - 247

1/03/82

SAN CLEMENTINE, CA

A/C Reg. No. N8630V

Time (Lc1) - 1600 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - UPHILL
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. LIGHT CONDITION - SUNGLARE

-----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. - 250      1/06/82      MAMMOTH LAKES, CA      A/C Reg. No. N608RA      Time (Lcl) - 0745 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model      - AEROSPATIALE SA-316B  
Landing Gear      - UNK/NR  
Max Gross Wt      - 4850  
No. of Seats      - 7

Eng Make/Model      - TURBOMECA A-III-B  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 858 HP

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

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

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 340/015 KTS  
Visibility      - 70.0 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

MAMMOTH LAKES  
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 PILOT STARTED TO AIR TAXI THE HELICOPTER OUT OF A HANGAR. THERE WAS SNOW IN FRONT OF THE HANGAR THAT HAD BEEN ONLY PARTIALLY CLEARED AWAY. AS THE PILOT WAS EXITING THE HANGAR, HE RAISED THE AIRCRAFT TO GO OVER THE SNOW, THE TAIL ROTOR STRUCK THE HANGAR DOOR, AND A HARD LANDING FOLLOWED.

Brief of Accident (Continued)

File No. - 250

1/06/82

MAMMOTH LAKES, CA

A/C Reg. No. N608RA

Time (Lc1) - 0745 PST

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAXI - AERIAL

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
2. OBJECT - BUILDING(NONRESIDENTIAL)
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 365 1/09/82 NAPA,CA

A/C Reg. No. N731NZ

Time (Lcl) - 1230 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	1	0	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 - CESSNA P210N  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3812  
No. of Seats - 6

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

ELT Installed/Activated - YES/YES  
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- 090/010 KTS  
Visibility - 50.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SACRAMENTO,CA  
Destination  
NAPA,CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

NAPA  
Runway Ident - 18  
Runway Lth/Wid - 2500 -UNK/NR  
Runway Surface - CONCRETE  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 64

Biennial Flight Review

Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2300	Last 24 Hrs	- UNK/NR
Make/Model-	250	Last 30 Days-	UNK/NR
Instrument-	50	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING HIS APPROACH FOR LANDING, THE PILOT BECAME CONCERNED ABOUT OTHER AIRCRAFT TAXIING NEAR THE RUNWAY. HE REPORTED THAT HIS LANDING PROCEDURE WAS INTERRUPTED AS HE WAS WAITING FOR ONE OF THE PLANES TO STOP SHORT OF THE RUNWAY. ALSO, HE REPORTED ABORTING HIS LANDING WHEN HE ENCOUNTERED INSUFFICIENT BRAKING. DURING THE GO-AROUND, THE PLANE RAN OFF THE END OF THE RUNWAY AND INTO MUDDY TERRAIN. THE PILOT CUT THE POWER AND THE PLANE SKIDDED TO A STOP IN A WATER AND MUD FILLED DEPRESSION. THE BRAKE PADS HAD BEEN RECENTLY REPLACED, BUT NO MECHANICAL MALFUNCTIONS OR FAILURES WERE REPORTED.

Brief of Accident (Continued)

File No. - 365

1/09/82

NAPA, CA

A/C Reg. No. N731NZ

Time (Lcl) - 1230 PST

Occurrence #1        OVERRUN  
Phase of Operation    LANDING

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3.        IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - WET
6. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 347

1/09/82

CALISTOGA, CA

A/C Reg. No. N10UP

Time (Lc1) - 1400 PST

-----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  
NONE

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

Make/Model - SCHLEICHER ASW 20  
Landing Gear - N/A  
Max Gross Wt - 660  
No. of Seats - 1

Eng Make/Model - N/A  
Number Engines - N/A  
Engine Type - N/A  
Rated Power - N/A

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

Runway Ident - 27  
Runway Lth/Wid - 2500 -UNK/NR  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

UNK/NR

SE LAND

GLIDER

Instrument Rating(s) - NONE

Age - 57

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 1238

Make/Model- 2

Instrument- 0

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 12

-----Narrative-----

ON FINAL APPROACH FOR LANDING, THE PILOT RETRACTED THE GEAR WHEN HE INTENDED TO ACTUATE THE SPOILERS. HE LANDED WITH THE GEAR RETRACTED AND SLID INTO A FENCE AT THE END OF THE RUNWAY. THE PILOT REPORTED THAT WHEN THE GEAR HANDLE IS IN THE DOWN POSITION, IT IS NEXT TO AND ABOUT ONE INCH BELOW THE SPOILER HANDLE. HE ALSO NOTED THAT IN MOST GLIDERS, THE GEAR HANDLE IS LOCATED COMPLETELY CLEAR OF THE SPOILER HANDLE AND/OR IT IS OF A DIFFERENT SHAPE.



Brief of Accident (Continued)

File No. - 347

1/09/82

CALISTOGA, CA

A/C Reg. No. N10UP

Time (Lcl) - 1400 PST

-----  
Occurrence #1      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
  2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

3. SPOILER EXTENSION - NOT PERFORMED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 245      1/10/82      UPLAND, CA      A/C Reg. No. N234Q      Time (Lc1) - 1145 PST

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

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

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

Make/Model	- QUICKIE 1	Eng Make/Model	- ONAN DD 13	ELT Installed/Activated	- NO -N/A
Landing Gear	- UNK/NR	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 890	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 22 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	UPLAND, CA	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	- N/A
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	- NONE	Runway Status
Condition of Light		- N/A

-----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
SE LAND, ME LAND	Months Since	- 2	- 3553
HELICOPTER	Aircraft Type	- UNK/NR	Last 24 Hrs
		Instrument-	- 48
		Multi-Eng	- 961

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOK OFF ON AN UPWARD SLOPING RUNWAY TOWARDS RISING TERRAIN. THE PILOT STATED THAT HE WAS UNABLE TO MAINTAIN ENOUGH SPEED TO CLEAR OBSTACLES WITH THE 22 HORSEPOWER ENGINE. HE ELECTED TO LAND ON A RESIDENTIAL STREET. WHILE MANEUVERING AROUND A STREET LIGHT POLE, THE PLANE STRUCK A STREET CURB AND A FENCE. THE DENSITY ALTITUDE AS ABOUT 2400 FT. THERE WAS LIGHT RAIN AT THE TIME OF THE ACCIDENT. A DISCUSSION WITH THE PILOT AND THE MANUFACTURER INDICATED THAT WATER DROPS ON THE CANARD MAY DISTURB ITS AIRFLOW AND MAKE THE AIRCRAFT NOSE HEAVY.

Brief of Accident (Continued)

File No. - 245

1/10/82

UPLAND, CA

A/C Reg. No. N234Q

Time (Lcl) - 1145 PST

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

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
7. OBJECT - FENCE
8. WEATHER CONDITION - RAIN
9. WEATHER CONDITION - HIGH DENSITY ALTITUDE
10. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
11. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
12. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
13. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
14. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5, 12

Factor(s) relating to this accident is/are finding(s) 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 13, 14

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 258      1/19/82      SANTA MONICA, CA      A/C Reg. No. N9255X      Time (Lc1) - 1515 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

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

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

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
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- 230/014 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  
VAN NUYS, CA  
Destination  
SANTA MONICA, CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 36

Biennial Flight Review

Current - YES  
Months Since - 12  
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	141	Last 24 Hrs -	1
Make/Model-	51		Last 30 Days-	4
Instrument-	0		Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

UPON LANDING TOUCHDOWN THE AIRCRAFT BOUNCED AT HIGH SPEED AND DEPARTED THE RUNWAY. THE PILOT APPLIED BRAKES AND THE AIRCRAFT SKIDDED TO A STOP JUST SHORT OF A DITCH.

Brief of Accident (Continued)

File No. - 258

1/19/82

SANTA MONICA, CA

A/C Reg. No. N9255X

Time (Lc1) - 1515 PST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. LEVEL OFF - IMPROPER - PILOT IN COMMAND

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #3      NOSE DOWN  
Phase of Operation      LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 239      1/20/82      ESCONDIDO, CA      A/C Reg. No. N92387      Time (Lc1) - 1723 PST

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

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

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

Make/Model - CESSNA 182N	Eng Make/Model - CONTINENTAL D-470R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 265 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	IMPERIAL, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CARLSBAD, CA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - UNK/NR	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 1803
SE LAND, ME LAND	Months Since - 11	Make/Model- 32
	Aircraft Type - CESSNA	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 7
		Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKEOFF, THE PILOT RECEIVED A COMPLETE WEATHER BRIEFING. THE BRIEFER WARNED HIM THAT THE WEATHER SYSTEM IN SOUTHERN CALIFORNIA WAS EXTREMELY HAZARDOUS AND ADVISED HIM SEVERAL TIMES NOT TO GO. THE BRIEFING INCLUDED NUMEROUS PILOT REPORTS THAT CONFIRMED THE FORECAST OF ICING AND TURBULENCE. THE PILOT FILED AN IFR FLIGHT PLAN AND DEPARTED IN AN AIRCRAFT THAT WAS NOT CERTIFICATED FOR FLIGHT IN ICING CONDITIONS. RADAR CONTACT WITH THE AIRCRAFT WAS LOST WHILE IT WAS DESCENDING TO INTERCEPT THE ILS. THE PLANE WAS FOUND ON 1/21/82 WHERE IT HAD CRASHED IN MOUNTAINOUS TERRAIN. IT WAS LOCATED ABOUT 300 FT FROM WHERE IT HAD STRUCK THE TOPS OF TREES. INTERVIEWS WITH LOCAL RESIDENTS REVEALED THAT THE WEATHER WAS SEVERE WITH WIND AND RAIN AT THE TIME OF THE ACCIDENT. AN EXAMINATION OF THE WRECKAGE REVEALED NO PREIMPACT MALFUNCTION OR FAILURE. THE ELEVATION OF THE TREES WAS ABOUT 3380 FT MSL.

Brief of Accident (Continued)

File No. - 239

1/20/82

ESCONDIDO, CA

A/C Reg. No. N92387

Time (Lc1) - 1723 PST

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

Finding(s)

1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - THUNDERSTORM
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - TURBULENCE
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - ICING CONDITIONS
7. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
8. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
9. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
10. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 364      2/14/82      DAGGETT,CA      A/C Reg. No. N4539U      Time (Lcl) - 1345 PST

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	STOVEPIPE WELLS,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DAGGETT,CA	Runway Ident - N/A
Wind Dir/Speed- 270/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - UNK/NR	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - CONTACT	
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 - UNK/NR	Total - 91
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 91
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 13
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE DESCENDING THROUGH 4000 FT MSL TO LAND, THE ENGINE BEGAN TO SURGE. THE PILOT MOVED THE MIXTURE TO FULL RICH AND SELECTED CARBURETOR HEAT, BUT THE ENGINE LOST ALL POWER. REPORTEDLY, THE AIRCRAFT WAS DEMOLISHED DURING A FORCED LANDING. DISASSEMBLY OF THE ENGINE REVEALED NO PREIMPACT FAILURE. THE WIND WAS GUSTING TO 25 KTS.



Brief of Accident (Continued)

File No. - 364

2/14/82

DAGGETT,CA

A/C Reg. No. N4539U

Time (Lc1) - 1345 PST

Occurrence #1      LOSS OF POWER  
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 TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. WEATHER CONDITION - GUSTS

-----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. - 395      2/17/82      SAN LUIS OBISPO, CA      A/C Reg. No. N6585H      Time (Lcl) - 1700 PST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/010 KTS</p> <p>Visibility - 20.0 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>PASO ROBLES, CA</p> <p>Destination</p> <p>SAN LUIS OBISPO, CA</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>SAN LUIS OBISPO</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 3997/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 92
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 7
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, THE AIRCRAFT BOUNCED TWICE. ON THE THIRD TOUCHDOWN, THE NOSEWHEEL FAILED, THE NOSEWHEEL TIRE BLEW OUT AND THE FIREWALL WAS BENT. THE PILOT REPORTED THAT THE WIND WAS GUSTING TO 15 KNOTS.

Brief of Accident (Continued)

File No. - 395

2/17/82

SAN LUIS OBISPO, CA

A/C Reg. No. N6585H

Time (Lc1) - 1700 PST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. LEVEL OFF - IMPROPER - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 244

2/20/82

GUSTINE, CA

A/C Reg. No. N4307Q

Time (Lc1) - 2021 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

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

Eng Make/Model - LYCOMING O-320-F2D  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 4.0 SM  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point  
VACAVILLE, CA  
Destination  
GUSTINE, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GUSTINE  
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 - 58

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3000	Last 24 Hrs -	2
Make/Model-	150	Last 30 Days-	5
Instrument-	100	Last 90 Days-	10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS FAMILIAR WITH THE AIRPORT AND THE 35 FT POWER LINES NEAR THE APPROACH END OF RUNWAY 36. DURING A NIGHT LANDING APPROACH, THE PLANE GOT LOW AND THE LEFT WING STRUCK A POWER LINE POLE.

Brief of Accident (Continued)

File No. - 244

2/20/82

GUSTINE,CA

A/C Reg. No. N4307Q

Time (Lc1) - 2021 PST

Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. OBJECT - UTILITY POLE

-----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. - 242      2/21/82      TRUCKEE, CA      A/C Reg. No. N3646R      Time (Lcl) - 1845 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

1

Crew

0

Pass

0

Other

0

Injuries

Serious

0

Minor

0

None

0

0

0

0

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

Make/Model - PIPER PA-28-180  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL

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 - NIGHT (DARK)

Itinerary

Last Departure Point

LIVERMORE, CA

Destination

TRUCKEE, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 24

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 100      Last 24 Hrs - 2

Make/Model- 80      Last 30 Days- 4

Instrument- 3      Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT WAS ON A RETURN FLIGHT FROM LIVERMORE, CA TO TRUCKEE. THE AIRCRAFT CRASHED ON A DARK NIGHT AT AN ELEVATION OF ABOUT 6700 FT MSL IN MOUNTAINOUS TERRAIN. THE ANGLE OF IMPACT WAS ABOUT 25 DEGREES DOWNWARD ON A DOWN HILL SLOPE. A LINE OF THUNDERSTORMS WERE REPORTED IN THE AREA OF THE ACCIDENT. DONNER PASS WAS REPORTED TO BE CLOSED AT 1800 DUE TO THUNDERSTORM ACTIVITY. THE ACCIDENT SITE WAS LOCATED ABOUT 15 MILES SOUTH OF DONNER PASS.

Brief of Accident (Continued)

File No. - 242

2/21/82

TRUCKEE,CA

A/C Reg. No. N3646R

Time (Lc1) - 1845 PST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - THUNDERSTORM
- 

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

Finding(s)

3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  4.        IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND
  5.        IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  6.        IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
- 

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  8. TERRAIN CONDITION - DOWNHILL
- 

-----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. - 256      2/21/82      SACRAMENTO,CA

A/C Reg. No. N6597U

Time (Lcl) - 1508 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	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 - MOONEY M-20C  
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 - UNK/NR  
Completeness - UNK/NR

Basic Weather - IMC

Wind Dir/Speed- CALM

Visibility - 2.0 SM

Cloud Conditions(1st) - 4000 FT SCATTERED

Cloud Conditions(2nd) - 10000 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ORLAND,CA

Destination

SACRAMENTO,CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - SPECIAL VFR

Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity

ON AIRPORT

Airport Data

SACRAMENTO METROPOLITAN

Runway Ident - 16

Runway Lth/Wid - 8600/ 150

Runway Surface - ASPHALT

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-WAIVERS/LIMIT

Flight Time (Hours)

Total - 311      Last 24 Hrs - 0

Make/Model- 208      Last 30 Days- UNK/NR

Instrument- 7      Last 90 Days- 49

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT OBTAINED PERMISSION FOR AND ATTEMPTED AN ILS APPROACH. AFTER DEMONSTRATING AN INABILITY TO FOLLOW THE ILS THE PILOT WAS CLEARED FOR A SPECIAL VFR APPROACH. THE AIRCRAFT LANDED WITH THE GEAR RETRACTED.



Brief of Accident (Continued)

File No. - 256

2/21/82

SACRAMENTO, CA

A/C Reg. No. N6597U

Time (Lc1) - 1508 PST

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Occurrence            ON GROUND 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. - 328      2/23/82      LODI, CA

A/C Reg. No. N731RG

Time (Lcl) - 0600 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

Type of Operation - APPLYING SEEDS, CHEMICALS, ETC  
Flight Conducted Under - 14 CFR 137  
Accident Occurred During - TAKEOFF

Fire  
NONE

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

Make/Model - CESSNA A188B  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3300  
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D32  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 310 HP

ELT Installed/Activated - 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- 180/003 KTS  
Visibility - 20.0 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  
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

THOMAS RANCH  
Runway Ident - 29  
Runway Lth/Wid - 2500 -UNK/NR  
Runway Surface - GRAVEL  
Runway Status - UNK/NR

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

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

Age - 33  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 9000  
Make/Model- 300  
Instrument- 190  
Multi-Eng - 500  
Last 24 Hrs - 0  
Last 30 Days- UNK/NR  
Last 90 Days- 143  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE NOTED FROST ON THE WINGS BEFORE TAKEOFF, BUT FELT THERE WAS NOT ENOUGH TO BE CONCERNED. HE INITIATED A TAKEOFF ON A 2500 FT AIRSTRIP WITH A LOAD OF PARAQUAT AND WATER. THERE WAS A SLIGHT TAILWIND. HE STATED THAT DURING THE TAKEOFF ROLL, THE ENGINE DID NOT APPEAR TO BE DEVELOPING FULL POWER. HE ACTUATED THE DUMP HANDLE TO LIGHTEN THE LOAD, BUT STRUCK A 5 FT BANK NEAR THE END OF THE STRIP. AN EXAMINATION OF THE AIRCRAFT AND ENGINE REVEALED NO PRE-CRASH MALFUNCTIONS OR FAILURES EXCEPT CONSIDERABLE LEAD DEPOSITS ON THE LOWER SPARK PLUGS. HOWEVER, THE ENGINE OPERATED NORMALLY DURING A RUN-UP CHECK. THE PROPELLER CONTROL WAS FOUND POSITIONED LESS THAN HALF WAY FROM THE HIGH PITCH SETTING. THE PILOT STATED THAT HE EXERCISED THE PROPELLER CONTROL SEVERAL TIMES BEFORE TAKEOFF. HE INDICATED THAT HE MAY HAVE MISTAKENLY LEFT THE PROPELLER CONTROL IN A HIGH PITCH, LOW RPM POSITION.

Brief of Accident (Continued)

File No. - 328

2/23/82

LODI,CA

A/C Reg. No. N731RG

Time (Lcl) - 0600 PST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. PROPELLER - INATTENTIVE - PILOT IN COMMAND
3. IGNITION SYSTEM, SPARK PLUG - LEADED PLUGS

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

Finding(s)

4. WING - ICE
5. WEATHER CONDITION - TAILWIND
6. LOAD JETTISON - INITIATED - PILOT IN COMMAND
7. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 252      2/28/82      NAPA,CA

A/C Reg. No. N40688

Time (Lcl) - 0845 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)  
  
Type of Operation      -SIGHTSEEING(NOT PART 135)  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model - BARNES BALLOON AX7  
Landing Gear - N/A  
Max Gross Wt - 870  
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 - COMPANY  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC

Wind Dir/Speed- 160/006 KTS  
Visibility - 10.0 SM  
Cloud Conditions(1st) - 4000 FT UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
YOUNTVILLE,CA  
Destination  
NAPA,CA

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 - 33  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	436	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

FREE BALLOON

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED TO LAND SHORT OF POWERLINES AFTER ABORTING AN ASCENT TO SAFELY CLEAR THEM BECAUSE OF WHAT HE REPORTED AS UNSTABLE AIR. THE GONDOLA BOUNCED AND SLID INTO THE WIRES. THE PILOT STATED THAT ELECTRIC CURRENT PASSED THROUGH THE LOAD LINES AND A FIRE STARTED WHEN IT CAME IN CONTACT WITH THE PILOT LIGHT HOSE.

Brief of Accident (Continued)

File No. - 252

2/28/82

NAPA, CA

A/C Reg. No. N40688

Time (Lc1) - 0845 PST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. OBJECT - WIRE, TRANSMISSION(MARKED)
  3. CLEARANCE - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            FIRE/EXPLOSION  
Phase of Operation      LANDING

Finding(s)

4. BALLOON EQUIPMENT, ENVELOPE - ARCING
  5. BALLOON EQUIPMENT, HEATER SYSTEM - FIRE
- 

-----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 288      3/02/82      CORONA DEL MAR, CA      A/C Reg. No. N1418G      Time (Lcl) - 0900 PST

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

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

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

Make/Model - BEECH 35-B33	Eng Make/Model - CONTINENTAL IO-470K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SANTA ANA, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MULEGE, MEXICO	Runway Ident - N/A
Wind Dir/Speed- 175/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Cloud Conditions(1st) - 1600 FT BROKEN	Type of Clearance - UNK/NR	Runway Status - N/A
Cloud Conditions(2nd) - 3000 FT BROKEN	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,CFI	Current - YES	Total - 8100
SE LAND,ME LAND	Months Since - 3	Make/Model- 751
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 129

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CLIMBING THROUGH 4000 FEET THE PILOT HEARD A GRINDING NOISE EMANATING FROM THE ENGINE. ALMOST IMMEDIATELY THEREAFTER THE WINDSHIELD WAS COVERED WITH OIL. THE AIRCRAFT WAS FORCE LANDED IN A HIGH SCHOOL BASEBALL FIELD WITH THE GEAR UP. IT SLID ACROSS THE OUTFIELD INTO A HOME RUN FENCE. INVESTIGATION REVEALED THAT THE #3 CONNECTING ROD BROKE AND THE ENGINE CASE CRACKED.

Brief of Accident (Continued)

File No. - 288

3/02/82

CORONA DEL MAR, CA

A/C Reg. No. N1418G

Time (Lcl) - 0900 PST

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

Finding(s)

1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
  2. ENGINE ASSEMBLY, CRANKCASE - CRACKED
  3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)
- 

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. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
  5. OBJECT - FENCE
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 338

3/04/82

LA JOLLA, CA

A/C Reg. No. N180L

Time (Lcl) - 1211 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew 0  
Pass 0  
Other 0

Fatal 0  
0  
0

Injuries

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

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

Make/Model - BEECH B35  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2650  
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-11  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 205 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- 220/005 KTS  
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  
SAN DIEGO, CA  
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, ME LAND

Age - 28

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1531	Last 24 Hrs -	0
Make/Model-	1050	Last 30 Days-	UNK/NR
Instrument-	206	Last 90 Days-	21
Multi-Eng -	110		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLIGHT OVER THE WATER, THE ENGINE LOST POWER AND THE PILOT WAS UNABLE TO GLIDE TO A SAFE LANDING AREA ON SHORE. THE PLANE WAS DITCHED IN THE PACIFIC OCEAN ABOUT 1/4 MILE FROM THE SHORE.



Brief of Accident (Continued)

File No. - 338

3/04/82

LA JOLLA, CA

A/C Reg. No. N180L

Time (Lcl) - 1211 PST

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING

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

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

Occurrence #3      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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 396      3/06/82      HALF MOON BAY,CA      A/C Reg. No. N94906      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    -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        - TAYLORCRAFT BC12-D  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1200  
No. of Seats      - 2

Eng Make/Model - CONTINENTAL A-75-8  
Number Engines - 1  
Engine Type     - RECIPROCATING-CARBURETOR  
Rated Power     - 75 HP

ELT Installed/Activated - YES/NO  
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-    180/005 KTS  
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  
SAME AS ACC/INC  
Destination  
MODESTO,CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

HALF MOON BAY  
Runway Ident       - 12  
Runway Lth/Wid    - 4200 -UNK/NR  
Runway Surface     - N/A  
Runway Status      - N/A

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

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

Age - 42  
Biennial Flight Review  
Current            - YES  
Months Since      - 23  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 1417  
Make/Model-        656  
Instrument-         86  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF TAYLORCRAFT, N94906, WAS MAKING MILD S-TURNS AS HE PROCEEDED DOWN A TAXIWAY. AS HE WAS MAKING AN S-TURN BACK TO THE RIGHT, HE SAW A CESSNA 150, N5678E, AT THE RIGHT EDGE OF THE TAXIWAY ON A CONVERGING COURSE. HE TURNED LEFT TO AVOID A COLLISION, BUT WAS TOO LATE. PREVIOUSLY, THE AIRCREW OF THE CESSNA 150 HAD BECOME MIRED IN SOFT EARTH NEAR THE TAXIWAY. THE INSTRUCTOR PILOT IN N5678E HAD STEPPED OUT AND WAS PUSHING WHILE THE STUDENT REMAINED AT THE CONTROLS.

Brief of Accident (Continued)

File No. - 396

3/06/82

HALF MOON BAY, CA

A/C Reg. No. N94906

Time (Lcl) - 1400 PST

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

Finding(s)

1. TERRAIN CONDITION - SOFT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
4.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - DUAL STUDENT
5. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
6. OBJECT - AIRCRAFT MOVING ON GROUND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 396      3/06/82      HALF MOON BAY, CA      A/C Reg. No. N5678E      Time (Lc1) - 1400 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries 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 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 - 1500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity ON AIRPORT</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination	<b>Airport Data</b>
Completeness - N/A	LOCAL	HALF MOON BAY
Basic Weather - VMC	ATC/Airspace	Runway Ident - 12
Wind Dir/Speed- 180/005 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 4200 -UNK/NR
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(1st) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Cloud Conditions(2nd) - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

<b>Pilot-In-Command</b>	Age - 55	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCREW IN CESSNA, N5678E, WERE TAXIING FROM THE TIE-DOWN AREA WHEN THE AIRCRAFT BECAME MIRED IN SOFT EARTH NEAR THE TAXIWAY. THE INSTRUCTOR PILOT STEPPED OUT TO PUSH WHILE THE STUDENT REMAINED AT THE CONTROLS. AT THE SAME TIME, THE PILOT OF TAYLORCRAFT, N94906, WAS MAKING MILD S-TURNS WHILE PROCEEDING DOWN THE TAXIWAY. A COLLISION OF THE AIRCRAFT OCCURRED ON THE TAXIWAY.

Brief of Accident (Continued)

File No. - 396

3/06/82

HALF MOON BAY, CA

A/C Reg. No. N5678E

Time (Lc1) - 1400 PST

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

Finding(s)

1. TERRAIN CONDITION - SOFT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
4.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - DUAL STUDENT
5. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
6. OBJECT - AIRCRAFT MOVING ON GROUND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 389

3/06/82

WOODLAND, CA

A/C Reg. No. N3427U

Time (Lcl) - 1700 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

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

Type of Operation -PARACHUTE JUMPING

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 182

Eng Make/Model - CONTINENTAL O-470-R

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2800

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 1

Rated Power - 230 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/003 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - 20000 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

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

Age - 46

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 2000

Last 24 Hrs - 1

SE LAND, ME LAND

Months Since - 12

Make/Model- 377

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 318

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CLIMB WAS MADE TO 10,000 FT ON A SKYDIVING FLIGHT. THE PILOT REPORTED THAT AFTER DESCENDING TO 2000 FT, THE ENGINE BEGAN TO LOSE POWER AND RUN ROUGH. HE ELECTED TO MAKE AN OFF-AIRPORT LANDING IN A FIELD. NEAR THE END OF THE LANDING ROLL, THE NOSE GEAR SANK INTO SOFT TERRAIN, AND THE AIRCRAFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 389

3/06/82

WOODLAND, CA

A/C Reg. No. N3427U

Time (Lcl) - 1700 PST

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

Finding(s)  
1. UNDETERMINED

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)  
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND  
3. TERRAIN CONDITION - SOFT  
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) 1,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 249      3/12/82      CHINO, CA      A/C Reg. No. N479CC      Time (Lcl) - 0610 PST

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

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

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

Make/Model - CESSNA 501	Eng Make/Model - P & W JT-15D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 11850	Engine Type - TURBOJET	Weather Radar - YES
No. of Seats - 8	Rated Power - 2200 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SANTA ANA, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHINO, CA	CHINO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 26
Visibility - 4.0 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - 3850/ 75
Cloud Conditions(1st) - 1000 FT OVERCAST	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - ILS - COMPLETE	Runway Status - WET
Obstructions to Vision- FOG	RADAR MONITORED	
Precipitation - NONE		
Condition of Light - DAWN		

-----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 - 7000
SE LAND, ME LAND	Months Since - 4	Make/Model- 150
	Aircraft Type - C-501	Instrument- 750
		Multi-Eng - 4500
		Last 24 Hrs - 1
		Last 30 Days- 20
		Last 90 Days- 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PILOT LANDED FROM AN ILS APPROACH ON A SMOOTH, WET, ASPHALT RUNWAY IN CALM WIND CONDITIONS. THE RUNWAY LENGTH WAS 3850 FT. THE PILOT REPORTED NORMAL DECELERATION WHILE USING HIS SPEED BRAKES AND MAXIMUM BRAKING TECHNIQUE. HE LET OFF THE BRAKES MOMENTARILY AND THEN REAPPLIED HEAVY BRAKING UNTIL THE AIRCRAFT SLOWED TO A FAST TAXI SPEED. AS HE STARTED TO EXIT THE RUNWAY AND USE BRAKES AGAIN, THE AIRCRAFT LEFT THE RUNWAY AND CROSSED A DITCH. THE STRUCTURE OF BOTH MAIN LANDING GEAR PENETRATED THE UPPER WING SKIN. RUNWAY 03/21 AT CHINO IS 6200 FT LONG.



Brief of Accident (Continued)

File No. - 249

3/12/82

CHINO, CA

A/C Reg. No. N479CC

Time (Lcl) - 0610 PST

-----  
Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DAWN
  2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
  3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 255      3/13/82      SAN ANDREAS, CA      A/C Reg. No. N1746N      Time (Lc1) - 1210 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model - CESSNA 120  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1450  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 85 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 200/005 KTS  
Visibility - 7.0 SM  
Cloud Conditions(1st) - 3500 FT OVERCAST  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SACRAMENTO, CA  
Destination  
COLUMBIA, CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

CALEVERAS COUNTY  
Runway Ident - 13  
Runway Lth/Wid - 4000/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 51

Biennial Flight Review

Current - YES  
Months Since - 5  
Aircraft Type - C-150

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

Total	- 146	Last 24 Hrs -	2
Make/Model-	16	Last 30 Days-	19
Instrument-	0	Last 90 Days-	95

Instrument Rating(s) - NONE

-----Narrative-----

DURING A THREE POINT LANDING THE AIRCRAFT STARTED TO GROUND LOOP. THE PILOT USED RUDDER AND POWER TO RECOVER BUT THE AIRCRAFT RAN OFF THE SIDE OF THE RUNWAY AND STRUCK A TREE

Brief of Accident (Continued)

File No. - 255

3/13/82

SAN ANDREAS, CA

A/C Reg. No. N1746N

Time (Lc1) - 1210 PST

-----  
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 - UNCONTROLLED - PILOT IN COMMAND
- 

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

Finding(s)

3. OBJECT - TREE(S)
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 303      3/21/82      LIVERMORE, CA

A/C Reg. No. N5701

Time (Lcl) - 1615 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

Make/Model    - Bolkow Phoebe C  
Landing Gear   - N/A  
Max Gross Wt   - 900  
No. of Seats   - 1

Eng Make/Model - N/A  
Number Engines - N/A  
Engine Type    - N/A  
Rated Power    - N/A

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR  
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-    070/005 KTS  
Visibility          - 30.0 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 - CONTACT

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

GLIDER

Instrument Rating(s) - NONE

Age - 52  
Biennial Flight Review  
Current            - YES  
Months Since      - 1  
Aircraft Type      - UNK/NR

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	-	235	Last 24 Hrs	-	2
Make/Model	-	11	Last 30 Days	-	UNK/NR
Instrument	-	UNK/NR	Last 90 Days	-	10

-----Narrative-----

WHILE RETURNING TO THE GLIDERPORT, THE AIRCRAFT HAD INSUFFICIENT ALTITUDE TO GLIDE TO THE RUNWAY. THE PILOT ELECTED TO LAND IN A FIELD ABOUT 1/2 MILE FROM THE GLIDERPORT. JUST BEFORE TOUCHDOWN, HE DIVERTED HIS ATTENTION FROM THE LANDING AND BECAME CONCERNED WITH LOWERING THE GEAR. THE AIRCRAFT BOUNCED OFF SOFT, WET TERRAIN AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 303

3/21/82

LIVERMORE, CA

A/C Reg. No. N5701

Time (Lcl) - 1615 PST

Occurrence            HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - WET
3. TERRAIN CONDITION - SOFT
4. LEVEL OFF - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 394      3/21/82      DELANO, CA      A/C Reg. No. N63335      Time (Lc1) - 1500 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		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 150  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 280/003 KTS  
Visibility - 10.0 SM  
Cloud Conditions(1st) - 25000 FT UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SANTA MARIA, CA  
Destination  
PORTERVILLE, CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 21

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	-	45	Last 24 Hrs -	0
Make/Model-	45	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	4	

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT MADE A SCHEDULED STOP AT LOMPOC, CALIFORNIA, BUT WAS UNABLE TO OBTAIN 80 OCTANE FUEL. HE THEN FLEW TO SANTA MARIA, CALIFORNIA, WHICH WAS NOT A PART OF HIS PLANNED FLIGHT. HE WAS ALSO UNABLE TO GET 80 OCTANE FUEL AT SANTA MARIA. FROM THERE, HE PROCEEDED TO PORTERVILLE, CALIFORNIA. WHILE EN ROUTE, THE ENGINE LOST POWER FROM FUEL EXHAUSTION. DURING A FORCED LANDING IN A SOFT PLOWED FIELD, THE PLANE NOSED OVER. THE STUDENT HAD BEEN ADVISED IN GROUND SCHOOL TO USE ONLY 80 OCTANE FUEL.

Brief of Accident (Continued)

File No. - 394

3/21/82

DELANO, CA

A/C Reg. No. N63335

Time (Lcl) - 1500 PST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
- 

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

-----

Occurrence #3            NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 254 3/22/82 LIVERMORE, CA

A/C Reg. No. N5553N

Time (Lcl) - 1515 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	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 - HOWARD DGA-15P  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 4425  
No. of Seats - 5

Eng Make/Model - P & W R-985  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 400 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- VARIABLE/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  
MONTEREY, CA  
Destination  
LIVERMORE, CA

ATC/Airspace

Type of Flight Plan - UNK/NR  
Type of Clearance - UNK/NR  
Type Approach Flown - UNK/NR

Airport Proximity  
ON AIRPORT

Airport Data

LIVERMORE MUNICIPAL  
Runway Ident - 25  
Runway Lth/Wid - 4005/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current - YES  
Months Since - 10  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 990	Last 24 Hrs -	2
Make/Model-	149	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	25

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL THE AIRCRAFT SWERVED TO THE RIGHT. THE PILOT COUNTERED WITH LEFT AILERON, RUDDER, AND BRAKE BUT THE RIGHT WING CAME UP, THE TURN TIGHTENED, AND THE LEFT MAIN GEAR COLLAPSED.



Brief of Accident (Continued)

File No. - 254

3/22/82

LIVERMORE, CA

A/C Reg. No. N5553N

Time (Lc1) - 1515 PST

-----  
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 - UNCONTROLLED - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 319      3/24/92      AUBERRY,CA      A/C Reg. No. N2861H      Time (Lcl) - 1530 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	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 - PIPER PA-28-201T  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2900  
No. of Seats - 4

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

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

Cloud Conditions(1st) - 25000 FT UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CORDNA,CA  
Destination  
AUBERRY,CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

TOPHAM RANCH  
Runway Ident - UNK/NR  
Runway Lth/Wid - 2000/ 100  
Runway Surface - DIRT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 29

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 101	Last 24 Hrs - 0
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, THE PILOT ROLLED TO THE LEFT SIDE OF THE RUNWAY TO AVOID POSSIBLE POTHOLE. AFTER STEERING TO THE LEFT SIDE, THE LEFT MAIN GEAR ENCOUNTERED A SMALL BERM AND THE AIRCRAFT VEERED FURTHER LEFT. THE NOSEWHEEL HIT THE BERM AND THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 319

3/24/82

AUBERRY, CA

A/C Reg. No. N2861H

Time (Lc1) - 1530 PST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
  2. RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL
  3. TERRAIN CONDITION - DIRT BANK
  4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

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

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 334

4/03/82

DEATH VALLEY, CA

A/C Reg. No. N5682E

Time (Lcl) - 1015 PST

-----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 - FLARE/TOUCHDOWN

Fire  
NONE

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

Make/Model - CESSNA 150

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1500

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - 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 - 7.0 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

EL MIRAGE, CA

Destination

DEATH VALLEY, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 23

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 59 Last 24 Hrs - 1

Make/Model- 21 Last 30 Days- UNK/NR

Instrument- UNK/NR Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING A CROSS-COUNTRY FLIGHT, THE ENGINE BEGAN RUNNING ROUGH AND DECREASING THRUST RESULTED IN A FORCED LANDING. WHILE LANDING ON A SOFT, DRY LAKE BED, THE PLANE CROSSED A SMALL WASH WHERE THE NOSE GEAR COLLAPSED AND THE AIRCRAFT NOSED OVER. AN EXAMINATION OF THE AIRCRAFT AND ENGINE REVEALED NO PRE-CRASH MALFUNCTION OR FAILURE. THE ENGINE STARTED NORMALLY DURING A GROUND CHECK AFTER THE ACCIDENT. IT WAS OPERATED AT 2200 RPM SEVERAL TIMES AND IDLED SATISFACTORILY.

Brief of Accident (Continued)

File No. - 334

4/03/82

DEATH VALLEY, CA

A/C Reg. No. N5682E

Time (Lcl) - 1015 PST

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 GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - DITCH
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

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. - 268      4/06/82      BAKERSFIELD, CA      A/C Reg. No. N703Y      Time (Lcl) - 1900 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -CROP CONTROL RELATED FLIGHT	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Crew 0	0	0	1
Accident Occurred During -TAKEOFF		Pass 0	0	0	0
		Other 0	0	0	0

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

Make/Model - GRUMMAN G-164	Eng Make/Model - P & W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3725	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	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE AIRSTRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 10000 FT UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
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 - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2000
SE LAND	Months Since - 12	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- 10
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON TAKEOFF ROLL THE RIGHT MAIN TIRE BLEW CAUSING THE AIRCRAFT TO VEER TO THE RIGHT, LEAVE THE RUNWAY, AND NOSE OVER IN THE SOFT MUD.

Brief of Accident (Continued)

File No. - 268

4/06/82

BAKERSFIELD, CA

A/C Reg. No. N703Y

Time (Lcl) - 1900 PST

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

Finding(s)

1. LANDING GEAR, TIRE - 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 NOSE OVER  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - SOFT

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

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

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. - 332      4/08/82      NAPA, CA

A/C Reg. No. N30325

Time (Lcl) - 1400 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation      -INSTRUCTIONAL - SOLO

Flight Conducted Under      -14 CFR 91

Accident Occurred During      -LANDING

Fire	Crew	0
NONE	Pass	0
	Other	0

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

Make/Model      - PIPER PA-28R-201

Landing Gear      - TRICYCLE-RETRACTABLE

Max Gross Wt      - 2150

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/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- 210/010 KTS

Visibility      - 30.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

STOCKTON, CA

Destination

NAPA, CA

Airport Proximity  
ON AIRPORT

Airport Data

NAPA COUNTY

Runway Ident      - 24

Runway Lth/Wid      - 5007/ 150

Runway Surface      - CONCRETE

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance      - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 19

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	- 160	Last 24 Hrs	- 4
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Make/Model-	160	Last 30 Days-	UNK/NR
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Instrument-	5	Last 90 Days-	82
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER MAKING 8 TOUCH & GO LANDINGS, THE PILOT LOST DIRECTIONAL CONTROL DURING A FULL-STOP LANDING. THE AIRCRAFT SLID OFF THE RUNWAY INTO GRASS & THEN ONTO A TAXIWAY.



Brief of Accident (Continued)

File No. - 332      4/08/82      NAPA, CA

A/C Reg. No. N30325

Time (Lc1) - 1400 PST

---

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

---

----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. - 333      4/15/82      STOCKTON, CA      A/C Reg. No. N2879B      Time (Lcl) - 0700 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED	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	1
Accident Occurred During -TAKEOFF		Other 0	0	0	0

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

Make/Model - BELL 47G-2	Eng Make/Model - LYCOMING VO-435-A1F	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 3	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	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- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 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 - 9074
SE LAND	Months Since - 21	Make/Model- 1038
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 238
		Rotorcraft - 1038

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED TO PICK UP A FLAGGER AND TAKE HIM TO THE END OF THE FIELD. THE LANDING WAS MADE FACING NORTH ON A NORTH-SOUTH DRIVEWAY. AN OVERHEAD LINE WAS LOCATED ALONG THE EAST SIDE OF THE DRIVEWAY. DURING TAKEOFF, THE PILOT MOVED Laterally to the WEST, AND THEN TURNED THE HELICOPTER TO TAKEOFF. HE THOUGHT THE HELICOPTER WOULD BE CLEAR OF THE OVERHEAD LINE; HOWEVER, THE TAIL ROTOR STRUCK THE WIRE AND FAILED. THE HELICOPTER BEGAN TO SPIN AND THE PILOT INITIATED A HOVERING AUTOROTATION. DURING TOUCHDOWN, A SKID FAILED WHILE THE HELICOPTER WAS STILL SPINNING AND MOVING ACROSS THE GROUND. THE MAIN ROTOR BLADES STRUCK THE GROUND AND THE HELICOPTER WAS SUBSEQUENTLY DEMOLISHED.

Brief of Accident (Continued)

File No. - 333

4/15/82

STOCKTON,CA

A/C Reg. No. N2879B

Time (Lcl) - 0700 PST

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

Finding(s)

1. OBJECT - WIRE,STATIC
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

3. AUTOROTATION - INITIATED - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 248      4/16/82      PLACERVILLE, CA      A/C Reg. No. N28867      Time (Lcl) - 0730 PST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 150/010 KTS</p> <p>Visibility - 2.0 SM</p> <p>Cloud Conditions(1st) - 300 FT OVERCAST</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- BLOWING SNOW</p> <p>Precipitation - SNOW GRAINS</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;">HAYWARD, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</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;">SWANSBORO</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2400/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - SLUSH</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2194
SE LAND	Months Since - 22	Make/Model- 2157
	Aircraft Type - AA-5B	Instrument- 277
		Last 24 Hrs - 2
		Last 30 Days- 40
		Last 90 Days- 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN THE PILOT ARRIVED AT THE AIRPORT, THE TOP SURFACES OF THE AIRCRAFT WERE COVERED WITH ABOUT TWO INCHES OF SNOW. HE STATED THAT HIS PREFLIGHT INCLUDED A COMPLETE REMOVAL OF THE SNOW. HOWEVER, HE ALSO STATED THAT DURING THE TAKEOFF ROLL, THERE WAS A LAYER OF SNOW GRAINS, ONE-GRAIN THICK, SPARSELY COVERING THE WING AREA. THE TAKEOFF WAS STARTED ON A RUNWAY COVERED WITH 1/4 TO 1/2 INCH OF SLUSH. DURING THE TAKEOFF ROLL, THE PILOT NOTED THAT THE ACCELERATION WAS SLOWER THAN NORMAL AND THE SNOW GRAINS WERE STAYING ON THE WINGS. HE ROTATED AT 65 KNOTS, BUT THE PLANE DID NOT LIFT-OFF AT THE NORMAL SPEED. HE DECIDED TO ABORT, BUT WAS UNABLE TO STOP ON THE REMAINING RUNWAY. HE STATED THAT THE WHEELS WERE HYDROPLANING. THE PLANE MOMENTARILY LEFT THE GROUND AS IT CONTINUED OVER A DROP-OFF AT THE END OF THE RUNWAY. THE NOSE STRUT COLLAPSED AS THE PLANE TOUCHED DOWN IN MUDDY TERRAIN ABOUT 20 FT FROM A POND. THE PLANE CONTINUED INTO THE POND AND CAME TO REST IN SHALLOW WATER.

Brief of Accident (Continued)

File No. - 248

4/16/82

PLACERVILLE, CA

A/C Reg. No. N28867

Time (Lc1) - 0730 PST

Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF

Finding(s)

1. WING - ICE
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED

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

Finding(s)

5. TERRAIN CONDITION - WET
6. TERRAIN CONDITION - SOFT

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      TAKEOFF

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) 2,3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 322      4/18/82      BAKERSFIELD, CA      A/C Reg. No. N73890      Time (Lcl) - 1425 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED.

Fire  
NONE

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

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

Make/Model      - CESSNA 172  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2400  
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      - FSS  
Method      - IN PERSON  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 300/010 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  
BAKERSFIELD, CA  
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

DI GIORGIO  
Runway Ident      - 35  
Runway Lth/Wid      - 2600/ 44  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 19  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type      - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 80      Last 24 Hrs - 2  
Make/Model- 14      Last 30 Days- 5  
Instrument- 0      Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS LANDING ON AN AIRSTRIP WITH A VINEYARD ABOUT 20 FT LEFT OF THE RUNWAY. THERE WAS A LEFT QUARTERING HEADWIND AT 10 KNOTS. THE FIRST LANDING WAS ABORTED AFTER TOUCHDOWN WHEN THE PLANE STARTED TO VEER LEFT AS THE BRAKES WERE APPLIED. THE NEXT LANDING WAS MADE AT A MUCH SLOWER AIRSPEED. AS BRAKING ACTION WAS BEGUN, THE PLANE VEERED LEFT AGAIN AND HEADED TOWARD SOFT TERRAIN ON THE SIDE OF THE RUNWAY. ANOTHER GO-AROUND WAS INITIATED, BUT THE PILOT WAS UNABLE TO CLEAR THE GRAPEVINES. THE LANDING GEAR STRUCK THE VINES AND THE PLANE CRASHED IN THE VINEYARD.

Brief of Accident (Continued)

File No. - 322

4/18/82

BAKERSFIELD, CA

A/C Reg. No. N73890

Time (Lc1) - 1425 PST

-----  
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        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING

Finding(s)

3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
  4. GO-AROUND - INITIATED - PILOT IN COMMAND
  5. TERRAIN CONDITION - HIGH VEGETATION
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 312      4/20/82      9 SW SANTA BARBARA,CA      A/C Reg. No. N5847G      Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - FISH SPOTTING	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 150K	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	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	OFF AIRPORT/STRIP
Method - N/A	SANTA BARBARA,CA	
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 - 30.0 SM	Type of Flight Plan - NONE	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 - VISUAL STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND,ME LAND	Months Since - 23	Last 24 Hrs - 4
	Aircraft Type - C-150	Make/Model- 3000
		Instrument- UNK/NR
		Last 30 Days- 85
		Last 90 Days- 135

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE LOST POWER WHILE THE PILOT WAS SPOTTING FISH AT NIGHT. HE WAS UNABLE TO RESTART THE ENGINE OR GLIDE BACK TO THE SHORE. THE PLANE WAS DITCHED ABOUT 3 1/2 MILES FROM THE SHORE AND WAS NOT RECOVERED.



Brief of Accident (Continued)

File No. - 312

4/20/82

9 SW SANTA BARBARA, CA

A/C Reg. No. N5847G

Time (Lc1) - UNK/NR

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

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

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

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

Finding(s)  
2. LIGHT CONDITION - DARK NIGHT  
3. TERRAIN CONDITION - WATER, ROUGH  
-----

----Probable Cause----

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

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. - 261 4/03/82 WASHINGTON,CT

A/C Reg. No. N7652U

Time (Lcl) - 0920 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 -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/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- 225/015 KTS  
Visibility - 10.0 SM  
Cloud Conditions(1st) - 8000 FT UNK/NR  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DANBURY,CT  
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)  
STUDENT

Age - 55  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

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

Total	-	318	Last 24 Hrs -	1
Make/Model-	176		Last 30 Days-	UNK/NR
Instrument-	13		Last 90 Days-	7
			Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING POWER ON STALLS AND GLIDING TURNS THE PILOT STATED THAT THE ENGINE WOULD NOT RESPOND WITH HALF THROTTLE. A FORCED LANDING WAS MADE AFTER PASSING UP TWO ROUGH FIELDS FOR A MORE DISTANT ONE AT A HIGHER ALTITUDE. THE PILOT STATED HE SHOULD HAVE CLEARED THE ENGINE AT 500 FOOT INTERVALS WHILE PERFORMING GLIDING TURNS.

Brief of Accident (Continued)

File No. - 261

4/03/82

WASHINGTON,CT

A/C Reg. No. N7652U

Time (Lc1) - 0920 EST

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

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - 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)

2. 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. - 284      2/14/82      MIAMI, FL      A/C Reg. No. N98367      Time (Lcl) - 1330 EST

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 140 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 - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 080/018 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 60
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 60
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 11
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

TAKEOFF WAS MADE ON A NORTH/SOUTH ROADWAY WITH THE SURFACE WINDS REPORTED OUT OF THE EAST AT 18 KNOTS. THE AIRCRAFT VEERED OFF THE ROAD AND COLLIDED WITH A TREE.

Brief of Accident (Continued)

File No. - 284

2/14/82

MIAMI, FL

A/C Reg. No. N98367

Time (Lcl) - 1330 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - TREE(S)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 272      2/20/82      ST. PETERSBURG, FL      A/C Reg. No. N24725      Time (Lcl) - 0930 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 -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

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 - 110 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 350/003 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

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

ALBERT WHITTED

Runway Ident - 36

Runway Lth/Wid - 2800/ 150

Runway Surface - MACADAM

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 29

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 14

Make/Model- 14

Instrument- UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 9

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HER FIRST SUPERVISED SOLO FLIGHT. DURING THE SECOND LANDING THE AIRCRAFT BOUNCED AND WHILE ATTEMPTING TO RECOVER THE PILOT FIRST ADDED POWER THEN CUT IT. THE AIRCRAFT DROPPED DOWN ON ITS NOSE AND THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 272

2/20/82

ST. PETERSBURG, FL

A/C Reg. No. N24725

Time (Lcl) - 0930 EST

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
  2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

3. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 210      2/27/82      NEW PORT RICHEY, FL      A/C Reg. No. N3406C      Time (Lcl) - 0955 EST

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

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

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

Make/Model - CESSNA 170	Eng Make/Model - CONTINENTAL D-300A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 145 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	WEST PASCO
Wind Dir/Speed- 170/014 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000 -UNK/NR
Cloud Conditions(1st) - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 25000 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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1611
SE LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - C-170	Make/Model- 300
		Last 30 Days- UNK/NR
		Instrument- 12
		Last 90 Days- 30
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING LANDING TOUCHDOWN, THE PLANE ENCOUNTERED A GUST OF WIND AND TURNED TOWARD OTHER AIRCRAFT ON THE RAMP. HE APPLIED FULL POWER TO GO-AROUND AND CLEARED THE OTHER AIRCRAFT. HOWEVER, DURING THE INITIAL CLIMB, HE LOST CONTROL OF THE PLANE AND CRASHED.



Brief of Accident (Continued)

File No. - 210

2/27/82

NEW PORT RICHEY, FL

A/C Reg. No. N3406C

Time (Lcl) - 0955 EST

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

Finding(s)

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

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

Finding(s)

6. OBJECT - AIRCRAFT PARKED
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

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. - 383      2/28/82      LAKE CITY, FL      A/C Reg. No. N1026M      Time (Lcl) - 1315 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 - CESSNA 172L	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 - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LAKE BUTLER, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LAKE CITY, FL	
Wind Dir/Speed- 340/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	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 - VISUAL FULL CIRCUIT	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 816
SE LAND	Months Since - 10	Make/Model- 698
	Aircraft Type - C-172	Instrument- 8
		Last 24 Hrs - UNK/NR
		Last 30 Days- 7
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENROUTE, THE PILOT ENCOUNTERED AN AREA WITH RESTRICTED VISIBILITY AND WITH AN ESTIMATED CEILING OF 300 FT. AFTER REVERSING COURSE, HE SAW A FOREST ROAD AND ELECTED TO LAND. HE REPORTED THAT DURING THE LANDING ROLL, A GUST OF WIND WAS ENCOUNTERED CAUSING THE PLANE TO DRIFT RIGHT AND GO INTO A DRAINAGE DITCH. SUBSEQUENTLY, THE NOSE AND RIGHT MAIN GEAR FAILED, AND OTHER DAMAGE OCCURRED AS THE PLANE TRAVELED BACKWARD TO A STOP. AT THE ACCIDENT SITE, THE PILOT ESTIMATED A CEILING OF 500 FT AND THE WIND GUSTING TO 15 KNOTS.

Brief of Accident (Continued)

File No. - 383

2/28/82

LAKE CITY, FL

A/C Reg. No. N1026M

Time (Lc1) - 1315 EST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. WEATHER CONDITION - FOG
  3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
- 

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

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  5. WEATHER CONDITION - GUSTS
  6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

8. TERRAIN CONDITION - DITCH
- 

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

Finding(s)

9. LANDING GEAR, MAIN GEAR - OVERLOAD
  10. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 216      3/04/82      KEY WEST, FL      A/C Reg. No. N6958L      Time (Lcl) - 2044 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 310K	Eng Make/Model - CONTINENTAL IO-470	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 5	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SARASOTA, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	KEY WEST, FL	KEY WEST INTERNATIONAL
Wind Dir/Speed- 140/005 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4800/ 100
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - MACADAM
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (BRIGHT)		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1074
ME LAND	Months Since - 21	Make/Model- 1074
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 1074
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 78
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS LANDED WITH THE GEAR RETRACTED. THE PILOT REPORTED THAT HE WAS DISTRACTED BY ANOTHER AIRCRAFT IN THE PATTERN AND FAILED TO EXTEND THE GEAR. ALSO, HE STATED THAT PILOT FATIGUE AND A HEAD COLD CONTRIBUTED TO THE DISTRACTION.

Brief of Accident (Continued)

File No. - 216

3/04/82

KEY WEST, FL

A/C Reg. No. N6958L

Time (Lcl) - 2044 EST

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

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2.     IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
3.     IMPROPER USE OF PROCEDURE, FATIGUE - PILOT IN COMMAND
4. 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) 1,2

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 293      3/04/82      BROOKSVILLE, FL      A/C Reg. No. N25853      Time (Lcl) - 1430 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	-TAXI			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-----

<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 - 10.0 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 - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">PILOT COUNTRY</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 3740/ 25</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 style="padding-left: 20px;">GLIDER</p> <p>Instrument Rating(s) - NONE</p>	<p>Age - 21</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 21</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 - 102</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 50</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 5</td> </tr> </table>	Total - 102	Last 24 Hrs - 0	Make/Model- 50	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 5
Total - 102	Last 24 Hrs - 0							
Make/Model- 50	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- 5							

-----Narrative-----

WHILE TAXIING FOR TAKEOFF ON A ROAD USED FOR AIRCRAFT AND VEHICLES THE AIRCRAFT COLLIDED WITH A PARKED GARBAGE TRUCK.

Brief of Accident (Continued)

File No. - 293

3/04/82

BROOKSVILLE, FL

A/C Reg. No. N25853

Time (Lc1) - 1430 EST

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Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - VEHICLE

2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

---

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 214      3/12/82      CRESCENT CITY, FL      A/C Reg. No. N7433Y      Time (Lcl) - 1630 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	3
Other	0	0	0	0

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

Make/Model      - PIPER PA-30  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3600  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-360  
Number Engines      - 2  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 160 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- CALM

Visibility      - 40.0      SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAVANNAH, GA

Destination  
CRESCENT CITY, FL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity

ON AIRPORT

Airport Data

THUNDERBIRD

Runway Ident      - 04

Runway Lth/Wid      - 2875/ 100

Runway Surface      - GRASS/TURF

Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 46

Biennial Flight Review

Current      - YES

Months Since      - 17

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 888

Make/Model- 396

Instrument- UNK/NR

Multi-Eng - 433

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 38

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LANDED ON AN UPWARD SLOPING RUNWAY IN VERY CALM WIND CONDITIONS. HE STATED THAT HE FAILED TO PROPERLY MONITOR THE AIRSPEED ON FINAL APPROACH, AND WHEN HE CHOPPED THE POWER, IT RESULTED IN A HARD LANDING.



Brief of Accident (Continued)

File No. - 214

3/12/82

CRESCENT CITY, FL

A/C Reg. No. N7433Y

Time (Lc1) - 1630 EST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 236      3/12/82      WEST PALM BEACH, FL      A/C Reg. No. N17818      Time (Lcl) - 1902 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 - BEECH F33A	Eng Make/Model - CONTINENTAL IO-540	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	CHARLESTON, SC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WEST PALM BEACH, FL	PALM BEACH INTERNATIONAL
Wind Dir/Speed- 130/007 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6930/ 150
Cloud Conditions(1st) - 8000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - MACADAM
Cloud Conditions(2nd) - 30000 FT BROKEN	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 - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 692
SE LAND	Months Since - 9	Make/Model- 73
	Aircraft Type - UNK/NR	Instrument- 138
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 21
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PERSONNEL ON DUTY IN THE TOWER OBSERVED THE AIRCRAFT BOUNCE DURING LANDING. THEY STATED THAT THE NOSE GEAR APPEARED TO COLLAPSE ON THE FINAL TOUCHDOWN. THE PILOT STATED THAT HE FELT A VIBRATION WHEN THE NOSE GEAR CONTACTED THE RUNWAY. HE STATED THAT PULLED BACK ON THE YOKE TO RELIEVE THE PRESSURE ON THE NOSE GEAR, AND WHEN HE LOWERED THE NOSE AGAIN, THE NOSE GEAR FAILED.

Brief of Accident (Continued)

File No. - 236

3/12/82

WEST PALM BEACH, FL

A/C Reg. No. N17818

Time (Lc1) - 1902 EST

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
  2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

3. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 235

3/17/82

BROOKSVILLE, FL

A/C Reg. No. N757JK

Time (Lc1) - 1415 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

-----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 - 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- 230/010 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 3000 FT SCATTERED

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OCALA, FL

Destination

BROOKSVILLE, FL

Airport Proximity

ON AIRSTRIP

Airport Data

PILOT COUNTY

Runway Ident - 18

Runway Lth/Wid - 3700/ 72

Runway Surface - MACADAM

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 21

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

Make/Model- 24

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 24

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A SOLO CROSS-COUNTRY FLIGHT. WHILE LANDING AT AN EN ROUTE AIRPORT, HE ENCOUNTERED A GUSTY, RIGHT QUARTERING, HEADWIND. DURING TOUCHDOWN, THE PLANE BOUNCED AND THE PILOT APPLIED POWER. HOWEVER, HE WAS UNABLE TO PREVENT THE PLANE FROM DRIFTING OFF THE SIDE OF THE RUNWAY. HE THEN APPLIED BRAKES AND TRIED TO TURN TO AVOID SHRUBS AND BUSHES. THE NOSE WHEEL DUG INTO SOFT TERRAIN, THE PLANE NOSED DOWN, AND THE LEFT WING CONTACTED THE GROUND.

Brief of Accident (Continued)

File No. - 235

3/17/82

BROOKSVILLE, FL

A/C Reg. No. N757JK

Time (Lcl) - 1415 EST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE DOWN  
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 215      3/20/82      BROOKSVILLE, FL      A/C Reg. No. N26JM      Time (Lcl) - 1030 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 - MCKINLEY EAA P-2 BIPLANE	Eng Make/Model - LYCOMING O-290-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 125 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	LAKELAND, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ATLANTA, GA	PILOT COUNTRY ESTATES
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 72
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - MACADAM
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 431
SE LAND	Months Since - 19	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 38
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, THE PILOT ELECTED TO LAND AT AN UNCONTROLLED AIRPORT. DURING THE LANDING ROLL, HE OBSERVED A GLIDER LANDING IN THE OPPOSITE DIRECTION. HE DEPARTED THE RUNWAY TO THE RIGHT TO AVOID A COLLISION AND NOSED OVER WHEN HE APPLIED BRAKES.

Brief of Accident (Continued)

File No. - 215

3/20/82

BROOKSVILLE, FL

A/C Reg. No. N26JM

Time (Lc1) - 1030 EST

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Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. MANEUVER - PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 266      3/24/82      PLACIDA, FL      A/C Reg. No. N8043Y      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      -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-30  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3600  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-320B  
Number Engines      - 2  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 160 HP

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

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

Weather Data

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

Basic Weather      - VMC

Wind Dir/Speed- 230/010 KTS

Visibility      - 10.0 SM

Cloud Conditions(1st) - 1500 FT SCATTERED

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

LAKELAND, FL

Destination

PLACIDA, FL

Airport Proximity

ON AIRPORT

Airport Data

ROTONDA

Runway Ident      - 23

Runway Lth/Wid      - 4000/ 50

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)

PRIVATE

SE LAND, ME LAND

Age - 48

Biennial Flight Review

Current      - YES

Months Since      - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 869      Last 24 Hrs - 0

Make/Model- 600      Last 30 Days- 0

Instrument- 20      Last 90 Days- 56

Multi-Eng - 600

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE BEGINNING OF THE LANDING ROLL THE RIGHT MAIN AND NOSE LANDING GEARS COLLAPSED. EXAMINATION REVEALED THAT THE RETRACTION TORQUE TUBE ARM FITTING, PIPER P/N 21012-03, WHICH LINKS THE RIGHT MAIN AND NOSE GEAR TO THE RETRACTION SYSTEM, FAILED.



Brief of Accident (Continued)

File No. - 266

3/24/82

PLACIDA, FL

A/C Reg. No. N8043Y

Time (Lc1) - 1600 EST

-----  
Occurrence            GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, TOTAL

-----  
-----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. - 273      3/24/82      CHIPLEY, FL

A/C Reg. No. N3870X

Time (Lcl) - 1715 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model - ROCKWELL COMMANDER AC-100  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2250  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A2B  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - 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- 060/007 KTS  
Visibility - 0.0  
Cloud Conditions(1st) - UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAWN

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)  
STUDENT

Age - 29

Biennial Flight Review

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

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total	-	155	Last 24 Hrs -	0
Make/Model-	0	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	23	
Multi-Eng -	29			

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT/MECHANIC WAS ATTEMPTING TO FLY THE AIRCRAFT FROM WHERE THE OWNER KEPT THE AIRCRAFT TO THE MAINTAINANCE FACILITY APPROXIMATELY 4 MILES AWAY. THE PILOT STATED THAT JUST AFTER LEVEL OFF THE ENGINE QUIT. A ROAD WAS SELECTED TO LAND ON BUT AT THE LAST MINUTE THE PILOT ELECTED TO LAND IN A NEARBY FIELD DUE TO ONCOMING TRAFFIC. AFTER CLEARING SOME TREES THE AIRCRAFT LOST AIRSPEED AND STALLED ABOUT 10 FEET OFF THE GROUND. EXAMINATION OF THE ENGINE REVEALED THAT THE FUEL STRAINER WAS FULL OF WATER. THE AIRCRAFT HAD NOT FLOWN FOR 5 MONTHS.

Brief of Accident (Continued)

File No. - 273

3/24/82

CHIPLEY, FL

A/C Reg. No. N3870X

Time (Lc1) - 1715 EST

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

Finding(s)

1. FLUID, FUEL - WATER
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING

Finding(s)

3. OBJECT - VEHICLE
4. OBJECT - TREE(S)
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. MANEUVER - PERFORMED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 205      3/25/82      JASPER, FL      A/C Reg. No. N2558C      Time (Lcl) - 1630 EST

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

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

-----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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PERRY FT. VALLEY,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAKE CITY,FL	Runway Ident - N/A
Wind Dir/Speed- 090/005 KTS	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- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 516
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 159
		Last 30 Days- UNK/NR
		Instrument- 38
		Last 90 Days- 172
		Multi-Eng - 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A CABLE INSPECTION MISSION AT 500 FT MSL, THE ENGINE BEGAN TO LOSE POWER AFTER THE PILOT HAD MADE AN ERRATIC MANEUVER TO AVOID BIRDS. HE INITIATED EMERGENCY PROCEDURES TO RESTORE POWER, BUT WAS UNABLE. THE NOSE GEAR FAILED AND THE AIRCRAFT FLIPPED OVER DURING A FORCED LANDING IN A SOFT, WET, ROUGH FIELD. AN EXAMINATION OF THE ENGINE REVEALED NO MALFUNCTIONS OR FAILURES.

Brief of Accident (Continued)

File No. - 205

3/25/82

JASPER, FL

A/C Reg. No. N2558C

Time (Lc1) - 1630 EST

Occurrence #1      ABRUPT MANEUVER  
Phase of Operation      CRUISE

Finding(s)  
1. OBJECT - BIRD(S)

Occurrence #2      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)  
2. UNDETERMINED

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

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

Finding(s)  
3. TERRAIN CONDITION - ROUGH/UNEVEN  
4. TERRAIN CONDITION - SOFT  
5. TERRAIN CONDITION - WET  
6. 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) 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. - 298      3/25/82      JACKSONVILLE, FL      A/C Reg. No. N1964Q      Time (Lcl) - 1716 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 0  
Pass 0  
Other 0

Fatal 0  
0  
0

Injuries

Serious 0  
Minor 0  
0

None 1  
0  
0

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

Make/Model - CESSNA 177RG  
Landing Gear - UNK/NR  
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/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 - 050/006 KTS  
Visibility - 4.0 SM  
Cloud Conditions(1st) - 2000 FT SCATTERED  
Cloud Conditions(2nd) - 25000 FT BROKEN  
Obstructions to Vision - HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

CRAIG FIELD  
Runway Ident - 04  
Runway Lth/Wid - 4000/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 56  
Biennial Flight Review

Current - YES  
Months Since - 11  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 458  
Make/Model - 61  
Instrument - 109  
Last 24 Hrs - 0  
Last 30 Days - UNK/NR  
Last 90 Days - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE BECAME DISTRACTED BY RADIO COMMUNICATIONS WITH THE CONTROL TOWER AND FORGOT TO LOWER THE LANDING GEAR PRIOR TO LANDING.

Brief of Accident (Continued)

File No. - 298

3/25/82

JACKSONVILLE, FL

A/C Reg. No. N1964Q

Time (Lc1) - 1716 EST

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

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2.     IMPROPER USE OF EQUIPMENT/AIRCRAFT, 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) 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. - 382

3/26/82

NEW SMYRNA BEACH, FL

A/C Reg. No. N7552F

Time (Lcl) - 1520 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

Make/Model - CHAMPION 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 - 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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

Wind Dir/Speed- 360/012 KTS  
Visibility - 7.0 SM  
Cloud Conditions(1st) - 3000 FT SCATTERED  
Cloud Conditions(2nd) - 25000 FT SCATTERED  
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

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

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

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

Age - 25  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - MOONEY

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 300  
Make/Model- 60  
Instrument- 44  
Last 24 Hrs - 0  
Last 30 Days- 30  
Last 90 Days- 59

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING A BANNER PICK UP, HE MISSED THE BANNER, AND ON CLIMB OUT, HE ENCOUNTER WINDSHEAR AND STALLED. THE PLANE CRASHED BEFORE RECOVERING FROM THE STALL. HE REPORTED THAT THE WIND WAS GUSTING TO 20 KNOTS.



Brief of Accident (Continued)

File No. - 382

3/26/82

NEW SMYRNA BEACH, FL

A/C Reg. No. N7552F

Time (Lc1) - 1520 EST

Occurrence LOSS OF CONTROL - IN FLIGHT  
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - WINDSHEAR
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 343      3/29/82      MERRITT ISLAND, FL      A/C Reg. No. N94067      Time (Lcl) - 1715 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 - ERCOUPE 415-C  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1260  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 85 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - 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- 060/014 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 3500 FT SCATTERED

Cloud Conditions(2nd) - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

ON AIRPORT

Airport Data

MERRITT ISLAND

Runway Ident - 11

Runway Lth/Wid - 4000/ 75

Runway Surface - MACADAM

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	300	Last 24 Hrs -	0
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Make/Model-	250	Last 30 Days-	UNK/NR
-------------	-----	---------------	--------

Instrument-	1	Last 90 Days-	2
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SUSPECTED A PARTIAL LOSS OF ENGINE POWER SHORTLY AFTER LIFT-OFF. HE CUT THE POWER TO LAND ON THE REMAINING RUNWAY. THE PLANE TOUCHED DOWN ON THE RIGHT MAIN AND NOSE GEAR, AND THE NOSE GEAR COLLAPSED. THE PLANE SKIDDED ABOUT 100 FT BEFORE COMING TO REST ABOUT HALF WAY DOWN THE 4000 FT RUNWAY. NO EVIDENCE OF MECHANICAL FAILURE WAS FOUND WHEN THE ENGINE WAS EXAMINED.

Brief of Accident (Continued)

File No. - 343

3/29/82

MERRITT ISLAND, FL

A/C Reg. No. N94067

Time (Lc1) - 1715 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

Finding(s)

2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

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

Finding(s)

3. WEATHER CONDITION - CROSSWIND  
4. LEVEL OFF - IMPROPER - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 267      4/01/82      ORMOND BEACH, FL      A/C Reg. No. N23ER      Time (Lcl) - 2020 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	1

Type of Operation -INSTRUCTIONAL - SOLO

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -TAXI

Other

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

Make/Model - CESSNA 172

Eng Make/Model - LYCOMING O-320-D2J

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

Wx Briefing - NWS  
Method - IN PERSON  
Completeness - UNK/NR

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
DAYTONA BEACH, FL

Airport Proximity  
ON AIRPORT

Basic Weather - VMC

Wind Dir/Speed- 120/004 KTS

Visibility - 7.0 SM

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Data

ORMOND BEACH

Runway Ident - 05

Runway Lth/Wid - 4000 -UNK/NR

Runway Surface - MACADAM

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 18

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 72

Make/Model- 72

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING THE AIRCRAFT, ONE OF SIX ON A NIGHT CROSS-COUNTRY FLIGHT, THE PILOT TAXIED BACK TO THE APPROACH END OF THE RUNWAY FOR TAKEOFF. N129ER WAS PARKED AT THE APPROACH END AWAITING TAKEOFF SEQUENCE SO THE PILOT OF N23ER STOPPED ABOUT 30 YARDS BEHIND IT AND SET THE BRAKES. HE THEN STARTED TO STUDY THE AIRPORT DIAGRAM WHICH WAS LYING ON THE OPPOSITE SEAT. N23ER COLLIDED WITH THE TAIL OF N129ER BEFORE THE PILOT COULD STOP HIS AIRCRAFT.

Brief of Accident (Continued)

File No. - 267

4/01/82

ORMOND BEACH, FL

A/C Reg. No. N23ER

Time (Lc1) - 2020 EST

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

Finding(s)

1. PARKING BRAKES - INATTENTIVE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. OBJECT - AIRCRAFT PARKED

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 381 4/01/82 MIAMI, FL

A/C Reg. No. N3587D

Time (Lcl) - 0730 EST

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

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

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

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-J2BD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 8	Rated Power - 350 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	MIAMI INTL
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - UNK/NR	Total - 3664
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 76
	Aircraft Type - UNK/NR	Instrument - 387
		Multi-Eng - 1235
		Last 24 Hrs - 0
		Last 30 Days - UNK/NR
		Last 90 Days - 112
		Rotorcraft - 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS TAXIING TO GATE H-2 TO PICK UP A CHARTER PASSENGER WHEN THE AIRCRAFT AND A VEHICLE COLLIDED. THE PILOT REPORTED THAT ABOUT FIVE SECONDS BEFORE IMPACT, HE SAW THE VEHICLE APPROACHING FROM HIS TEN O'CLOCK POSITION. HE APPLIED THE BRAKES, BUT THE VEHICLE CROSSED IN FRONT OF THE AIRCRAFT AND STRUCK THE RIGHT WINGTIP. THE DRIVER OF THE VEHICLE WAS ESCORTING ANOTHER VEHICLE. HE STATED THAT HE LOOKED BOTH WAYS BEFORE ENTERING THE TAXIWAY, BUT DID NOT SEE ANY MOVING AIRCRAFT. WHEN HE NOTICED THE PLANE, HE ACCELERATED TO AVOID COLLISION, BUT WAS TOO LATE. IT WAS NOTED THAT THERE WAS A BRIGHT MORNING SUN REFLECTING ON A WET PAVEMENT THAT MAY HAVE HINDERED THE DRIVER'S VISION.

Brief of Accident (Continued)

File No. - 381

4/01/82

MIAMI, FL

A/C Reg. No. N3587D

Time (Lcl) - 0730 EST

Occurrence ON GROUND COLLISION WITH OBJECT  
Phase of Operation TAXI

Finding(s)

1. TERRAIN CONDITION - WET
2. LIGHT CONDITION - SUNGLARE
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. OBJECT - VEHICLE
5. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 387      4/04/82      QUINCY, FL      A/C Reg. No. N4049      Time (Lcl) - 1530 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PARACHUTE JUMPING	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 182	Eng Make/Model - CONTINENTAL D-470-L	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3112	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	QUINCY MUNI
Wind Dir/Speed- 140/007 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Cloud Conditions(1st) - 8500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 25000 FT BROKEN	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 650
SE LAND	Months Since - 15	Make/Model- 30
	Aircraft Type - UNK/NR	Instrument- 37
		Multi-Eng - 16
		Last 24 Hrs - 4
		Last 30 Days- 24
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER COMPLETING THE DROP ON A SKYDIVING FLIGHT, THE ENGINE LOST POWER DURING A POWER-OFF DESCENT. THE PILOT REPORTED THAT THE CARBURETOR HEAT WAS NOT USED DURING THE DESCENT PRIOR TO THE LOSS OF POWER. HOWEVER, THE PROBABILITY OF WEATHER CONDITIONS FOR CARBURETOR ICE WAS NOT VERIFIED. THE AIRCRAFT STRUCK A FENCE DURING AN OFF-AIRPORT LANDING, BEFORE REACHING THE RUNWAY. THE PILOT REPORTED THAT HE TOOK OFF WITH 10 GALLONS OF FUEL ON BOARD. THE PLANE CRASHED ABOUT 15 MINUTES AFTER TAKEOFF. AN EXAMINATION OF THE ENGINE REVEALED NO MALFUNCTION OR FAILURE PRIOR TO THE ACCIDENT.



Brief of Accident (Continued)

File No. - 387

4/04/82

QUINCY, FL

A/C Reg. No. N4049

Time (Lcl) - 1530 EST

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

Finding(s)

1. UNDETERMINED
  2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
- 

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

-----

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

Finding(s)

3. OBJECT - FENCE
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 330      4/11/82      JACKSONVILLE, FL      A/C Reg. No. N4881P      Time (Lcl) - 1515 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	4
Accident Occurred During -TAKEOFF		Other	0	0	0	0

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

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING O-540-AIDA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - YES
No. of Seats - 6	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GRAIG MUNICIPAL
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4001/ 150
Cloud Conditions(1st) - 3500 FT SCATTERED	Type of Clearance - TOWER	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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 383
SE LAND, ME LAND	Months Since - 17	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-23	Make/Model- 190
		Last 30 Days- 4
		Instrument- 73
		Last 90 Days- 13
		Multi-Eng - 225

Instrument Rating(s) - NONE

-----Narrative-----

IMMEDIATELY AFTER RAISING THE GEAR HANDLE DURING TAKEOFF, THE PILOT HEARD A LOUD NOISE THAT HE THOUGHT WAS AN EXPLOSION. HE ABORTED THE TAKEOFF AND LANDED ON THE REMAINING RUNWAY WITHOUT EXTENDING THE GEAR. THE LOUD NOISE OCCURRED WHEN THE CABIN DOOR POPPED OPEN.

Brief of Accident (Continued)

File No. - 330

4/11/82

JACKSONVILLE, FL

A/C Reg. No. N4881P

Time (Lc1) - 1515 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF

Finding(s)

1. DOOR - NOT ENGAGED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
4. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
5. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 388      4/12/82      NEAR KISSIMMEE, FL      A/C Reg. No. N9393F      Time (Lcl) - 1130 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -AERIAL SURVEY  
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	1	1
Other	0	0	0	0

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

Make/Model - HUGHES 269B  
Landing Gear - SKID  
Max Gross Wt - 1670  
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360A1A  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 180 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- 080/018 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 3500 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)

COMMERCIAL,CFI

SE LAND,ME LAND

HELICOPTER

Age - 60

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - 269B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 8912

Make/Model- 2100

Instrument- UNK/NR

Multi-Eng - 192

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 2929

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE LOST POWER WHILE THE PILOT WAS ON A LOW ALTITUDE AERIAL OBSERVATION FLIGHT OVER TREES. HE ATTEMPTED TO LAND ON A NEARBY ROAD. WHILE APPROACHING THE ROAD AT 10 TO 15 FT AGL, HE RAN OUT OF RPM. HE HIT THE GROUND FLAT, BUT DID NOT ROLL OVER.

Brief of Accident (Continued)

File No. - 388

4/12/82

NEAR KISSIMMEE, FL

A/C Reg. No. N9393F

Time (Lc1) - 1130 EST

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 379      4/24/82      JACKSONVILLE, FL      A/C Reg. No. N37149      Time (Lcl) - 1624 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL - DUAL	Fire	Crew 0	Serious 0	Minor 0	None 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 - BEECH 77	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1675	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CRAIG
Wind Dir/Speed- 110/009 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Cloud Conditions(1st) - 1000 FT SCATTERED	Type of Clearance - TOWER	Runway Surface - MACADAM
Cloud Conditions(2nd) - 3500 FT SCATTERED	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 - 27	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1421
SE LAND,ME LAND	Months Since - 8	Make/Model- 225
	Aircraft Type - UNK/NR	Instrument- 195
		Multi-Eng - 111
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 220
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE NOSEWHEEL TOUCHED DOWN DURING THE LANDING ROLL, THE INSTRUCTOR NOTED THAT THE WHEEL WAS SKIDDING. THIS WAS VERIFIED WHEN HE RAISED THE NOSEWHEEL OFF THE GROUND AND THE SKIDDING STOPPED. AS THE PLANE DECELERATED AND THE NOSE INEVITABLY DROPPED, THE NOSEWHEEL BEGAN SKIDDING AGAIN. AS THE PLANE SLOWED FURTHER TO AN ESTIMATED 10 TO 15 KNOTS, THE NOSE VEERED RIGHT, AND SUBSEQUENTLY, THE NOSE GEAR COLLAPSED. AN INVESTIGATION REVEALED THAT THE CENTER BOLT, NUT, COTTER PIN, AND BUSHING FOR THE NOSEWHEEL TORQUE LINK WERE MISSING AND THE NOSEWHEEL HAD COCKED. THE MISSING COMPONENTS HAD BEEN INSTALLED WHEN THE PLANE WAS MANUFACTURED AND HAD ACCUMULATED 1122 HOURS IN SERVICE. THE PLANE HAD BEEN FLOWN 119 HOURS SINCE THE LAST 100 HOUR INSPECTION.

Brief of Accident (Continued)

File No. - 379

4/24/82

JACKSONVILLE, FL

A/C Reg. No. N37149

Time (Lcl) - 1624 EST

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

Finding(s)

1. LANDING GEAR, NOSE GEAR - DISCONNECTED
2. 100 HOUR INSPECTION - DELAYED - COMPANY/OPERATOR MGMT

-----  
-----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. - 335      3/29/82      MACON, GA

A/C Reg. No. N9LT

Time (Lcl) - 1225 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	1
Pass	0	0	0	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 - PIPER PA-24-250  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2900  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1D5  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 250 HP

ELT Installed/Activated - YES-UNK/NR  
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- 040/011 KTS  
Visibility - 7.0 SM  
Cloud Conditions(1st) - 900 FT OVERCAST  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
OKEECHOBEE, FL  
Destination  
MACON, GA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LEWIS B. WILSON  
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 - TOWER  
Type Approach Flown - ILS - COMPLETE  
RADAR MONITORED

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

Pilot-In-Command

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

Age - 45

Biennial Flight Review

Current - YES  
Months Since - 17  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 435	Last 24 Hrs -	4
Make/Model-	344	Last 30 Days-	UNK/NR
Instrument-	42	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT REPORTED DEPARTING FT LAUDERDALE, FL WITH 4 HRS OF FUEL ON BOARD ON A 40 MINUTE FLIGHT TO OKEECHOBEE, FL. THE NEXT DAY, HE DEPARTED OKEECHOBEE WITHOUT REFUELING ON A FLIGHT TO MACON, GA. HE REPORTED THAT HE HAD TO CLIMB TO 10,500 FT TO AVOID CLOUDS AND MAINTAIN VFR. WHILE EN ROUTE, HE FOUND HIMSELF OVER A CLOUD LAYER. WITH 40 HOURS OF INSTRUMENT EXPERIENCE, HE ELECTED TO DESCEND AND LAND AT MACON. THE PILOT WAS VECTORED AND CLEARED FOR AN ILS APPROACH. APPROACH CONTROL NOTED THAT THE PILOT DID NOT DESCEND BELOW 1600 FT AS HE APPROACHED AND OVERFLEW THE AIRPORT. THE AIRPORT ELEVATION WAS 354 FT. HE INITIATED A MISSED APPROACH, AND SHORTLY THEREAFTER, REPORTED THAT HE HAD RUN OUT OF FUEL. HE WAS VECTORED BACK TOWARD THE AIRPORT, BUT WAS UNABLE TO REACH THE RUNWAY. ABOUT THREE HOURS AND 5 MINUTES AFTER TAKEOFF THE PLANE STRUCK WIRES AS THE PILOT WAS LANDING IN A WHEAT FIELD. AFTER HITTING THE WIRES, HE WAS ABLE TO MAINTAIN CONTROL UNTIL AFTER TOUCHDOWN.



Brief of Accident (Continued)

File No. - 335

3/29/82

MACON,GA

A/C Reg. No. N9LT

Time (Lc1) - 1225 EST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

3. WEATHER CONDITION - LOW CEILING
4. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
5. DECISION HEIGHT - NOT ATTAINED - PILOT IN COMMAND
6. MISSED APPROACH - INITIATED - PILOT IN COMMAND
7. FLUID,FUEL - EXHAUSTION
8. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
9. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

10. OBJECT - WIRE,STATIC

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 282      4/01/82      HAZLEHURST,GA      A/C Reg. No. N1360      Time (Lcl) - 1330 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      -TAKEOFF

Fire  
NONE

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

Make/Model      - PIPER PA-28-140  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
No. of Seats      - 3

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      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
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      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
TALLAHASSEE,FL  
Destination  
SAVANNAH,GA

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)  
PRIVATE  
SE LAND

Age - 21  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 125      Last 24 Hrs - 3  
Make/Model- 49      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 49

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A SUCCESSFUL PRECAUTIONARY LANDING AFTER BECOMING DISORIENTED DUE TO PROBLEMS WITH HIS COMMUNICATION AND NAVIGATION RADIOS. AFTER FINDING OUT HIS LOCATION HE ATTEMPTED TO DEPART FROM A SOFT FIELD COVERED WITH TALL GRASS THAT WAS APPROXIMATELY 1500 FEET LONG. THE PILOT REPORTED THAT THE AIRCRAFT ACCELERATED TO ABOUT 50 KNOTS AND CLIMBED ABOUT 4 FEET BEFORE CONTACTING A WIRE FENCE AND SUBSEQUENTLY A BARN.

Brief of Accident (Continued)

File No. - 282

4/01/82

HAZLEHURST,GA

A/C Reg. No. N1360

Time (Lc1) - 1330 EST

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

Finding(s)

1. COMM/NAV EQUIPMENT - LOOSE
2. COMM/NAV EQUIPMENT,VHF RECEIVER - LOOSE
3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - SELECTED - PILOT IN COMMAND
5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - HIGH VEGETATION
7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
9. OBJECT - FENCE
10. OBJECT - BUILDING(NONRESIDENTIAL)

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 246

1/09/82

MOKULEIA, HI

A/C Reg. No. N5639V

Time (Lcl) - 1500 HST

-----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 -TOWING GLIDERS

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 305 (L-19)

Eng Make/Model - CONTINENTAL O-470-11

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 1500

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - UNK/NR

No. of Seats - 2

Rated Power - 265 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 290/003 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 2500 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

DILLINGHAM

Runway Ident - 08

Runway Lth/Wid - 9000 -UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - CONTACT

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1176

Make/Model- 335

Instrument- 69

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL, THE AIRCRAFT BEGAN TO VEER LEFT AND WOULD NOT RESPOND TO RIGHT RUDDER OR BRAKE APPLICATION. THE PLANE CONTINUED OFF THE LEFT SIDE OF THE RUNWAY, AND THE RIGHT WING WAS DAMAGED. AN INVESTIGATION REVEALED THAT THE RIGHT BRAKE HAD FAILED. THE BRAKE LINING FOR THE BACK PLATE WAS MISSING. THE PRESSURE PLATE LINING WAS WORN WITH ABOUT 3/32 INCH OF LINING REMAINING.

Brief of Accident (Continued)

File No. - 246

1/09/82

MOKULEIA, HI

A/C Reg. No. N5639V

Time (Lcl) - 1500 HST

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

Finding(s)

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 392      1/17/82      HONOLULU, HI      A/C Reg. No. N21DR      Time (Lcl) - 2245 HST

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

Type Operating Certificate-AIR CARRIER	COMMUTER	Aircraft Damage	Injuries			
Type of Operation	-SCHEDULED, DOMESTIC, CARGO	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	Fire	Crew 0	0	2	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0
			Other 0	0	0	0

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

Make/Model	- CONVAIR 440	Eng Make/Model	- P & W R-2800	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 48000	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- YES
No. of Seats	- 5	Rated Power	- 2400 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	MAUI, HI	HONOLULU INTL
Wind Dir/Speed- 110/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - RADAR ADVISORIES	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWER		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3550
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 0
HELICOPTER	Aircraft Type - C-440	Make/Model- 88
		Last 30 Days- 35
		Instrument- 400
		Last 90 Days- 125
		Multi-Eng - 2900
		Rotorcraft - 350

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LIFT-OFF, THE PILOT CALLED FOR THE LANDING GEAR TO BE RAISED. AS THE PLANE WAS CLIMBING THROUGH ABOUT 100 FT AGL, THE PILOT NOTED A LOSS OF POWER IN THE RIGHT ENGINE AND SAW A FIRE LIGHT. GROUND WITNESSES HEARD A MUFFLED EXPLOSION AND SAW SMOKE AND FIRE TRAILING FROM THE RIGHT ENGINE. THE RIGHT ENGINE WAS FEATHERED AND THE PILOT ATTEMPTED TO RETURN TO THE AIRPORT, BUT WAS UNABLE TO MAINTAIN ALTITUDE. THE PLANE WAS DITCHED NEAR THE ENTRANCE OF PEARL HARBOR. A TEARDOWN OF THE RIGHT ENGINE REVEALED THAT THE TOP RING LANDS OF THE NO. 10 AND NO. 14 PISTONS WERE BROKEN AND THE TOP RING WAS MISSING FROM EACH OF THE PISTONS. ALSO, THE REAR COUNTER-BALANCE DRIVE INTERMEDIATE GEAR WAS WORN AND 11 GEAR TEETH WERE MISSING. ADDITIONALLY, THE REAR COUNTERBALANCE DRIVE GEAR WAS WORN.

Brief of Accident (Continued)

File No. - 392

1/17/82

HONOLULU, HI

A/C Reg. No. N21DR

Time (Lcl) - 2245 HST

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

Finding(s)

1. ENGINE ASSEMBLY, PISTON - FAILURE, PARTIAL
  2. ENGINE ASSEMBLY, RING - FAILURE, PARTIAL
  3. ENGINE ASSEMBLY, OTHER - WORN
- 

Occurrence #2        FIRE/EXPLOSION  
Phase of Operation   TAKEOFF - INITIAL CLIMB

-----

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

-----

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

Finding(s)

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) 1,2

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 290      2/07/82      KALAUPAPA, HI      A/C Reg. No. N16524      Time (Lcl) - 0930 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model - PIPER PA-28-140  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2325  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320E3D  
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 - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 270/007 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  
HONOLULU, HI  
Destination  
KALAUPAPA, HI

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

KALAUPAPA  
Runway Ident - 05  
Runway Lth/Wid - 2760 -UNK/NR  
Runway Surface - MACADAM  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 27

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 130	Last 24 Hrs	- 0
Make/Model	- 1	Last 30 Days	- UNK/NR
Instrument	- 6	Last 90 Days	- 0

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT THE AIRCRAFT TOUCHED DOWN APPROXIMATELY HALFWAY DOWN RUNWAY 5 WITH THE WINDS OUT OF THE WEST. THE PILOT STATED THAT WHEN NEARING THE END OF THE RUNWAY SHE PUT ON FULL THROTTLE TO INITIATE A GO AROUND BUT IT WAS TOO LATE. THE AIRCRAFT CAME TO REST 180 FEET BEYOND THE DEPARTURE END OF RUNWAY 5 IN THREE FOOT HIGH LAVA BOULDERS.



Brief of Accident (Continued)

File No. - 290

2/07/82

KALAUPAPA, HI

A/C Reg. No. N16524

Time (Lcl) - 0930 HST

-----  
Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
  4. DISTANCE - MISJUDGED - PILOT IN COMMAND
- 

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

Finding(s)

5. ABORTED LANDING - DELAYED - PILOT IN COMMAND
  6. TERRAIN CONDITION - ROUGH/UNEVEN
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 310      1/19/82      URBANDALE,IA      A/C Reg. No. N1969Q      Time (Lcl) - 0630 CST

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

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

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

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP - FUEL INJECTED	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	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CORPUS CHRISTI, TX	MORNINGSTAR
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 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 - NIGHT (DARK)		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 380
SE LAND	Months Since - 12	Last 24 Hrs - 0
	Aircraft Type - C177RG	Make/Model- 380
		Instrument- 16
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, THE ENGINE LOST POWER AT ABOUT 2000 FT MSL. THE PLANE WAS DAMAGED DURING A FORCED LANDING ON AN INTERSTATE HIGHWAY. WHEN CHECKED AFTER THE ACCIDENT, THE ENGINE WOULD START BUT LOST POWER WHEN ACCELERATED ABOVE 1000 RPM. THE BENDIX SERVO FUEL INJECTOR, MODEL RSA-5AD1, WAS BENCH CHECKED AND WOULD DELIVER ONLY IDLE FUEL FLOW. A FURTHER EXAMINATION REVEALED THAT THE ELASTIC STOP NUT, PN 178491, HAD BACKED OFF OF THE FUEL DIAPHRAGM ASSEMBLY STEM. THIS RESTRICTED THE REGULATOR TRAVEL AND RESULTED IN A LEAN MIXTURE.

Brief of Accident (Continued)

File No. - 310

1/19/82

URBAN DALE, IA

A/C Reg. No. N1969Q

Time (Lcl) - 0630 CST

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

Finding(s)

1. FUEL SYSTEM, INJECTOR - MOVEMENT RESTRICTED  
-----

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

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

Finding(s)

2. LIGHT CONDITION - DARK NIGHT  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 354      3/30/82      DES MOINES, IA      A/C Reg. No. N4325Q      Time (Lcl) - 1517 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      -TAXI

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 172L  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

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

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

Weather Data

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

Wind Dir/Speed- 230/034 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - 2500 FT SCATTERED

Cloud Conditions(2nd) - 25000 FT SCATTERED

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WATERLOO, IA

Destination

DES MOINES, IA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - TOWER

Type Approach Flown - NONE

Airport Proximity

ON AIRPORT

Airport Data

DES MOINES MUNI

Runway Ident - 23

Runway Lth/Wid - 6500/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 52

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-172

Medical Certificate -

Flight Time (Hours)

Total - 477

Make/Model- 160

Instrument- 69

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LANDED ON RUNWAY 23 WITH THE WIND FROM 230 DEGREES AT 34 GUSTING 40 KNOTS. AFTER TURNING OFF TO THE RIGHT SIDE OF THE RUNWAY, A GUST OF WIND TIPPED THE AIRCRAFT, TURNED IT FURTHER TO THE RIGHT, AND THEN BLEW IT OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 354

3/30/82

DES MOINES, IA

A/C Reg. No. N43250

Time (Lc1) - 1517 CST

Occurrence NOSE OVER  
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. - 311      4/24/82      DUBUQUE,IA      A/C Reg. No. N2586B      Time (Lcl) - 1125 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -INSTRUCTIONAL - SOLO	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During -LANDING		Pass 0	0	0	0
		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 - YES
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 - TELEPHONE	WATERLOO,IA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DUBUQUE,IA	DUBUQUE MUNICIPAL
Wind Dir/Speed- 210/015 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4900/ 150
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - CONTACT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 23
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 23
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A SOLO CROSS-COUNTRY FLIGHT. AFTER ARRIVING AT DUBUQUE, HE LANDED ON RUNWAY 18. THE STUDENT STATED THAT THE WIND WAS FROM 230 DEGREES AT 16, GUSTING 23 KNOTS. HE REPORTED THAT DURING THE LANDING, THE PLANE WAS LIFTED OFF TWO TIMES BY WIND GUSTS. ON THE THIRD TOUCHDOWN, THE PLANE LANDED HARD.

Brief of Accident (Continued)

File No. - 311

4/24/82

DUBUQUE, IA

A/C Reg. No. N2586B

Time (Lc1) - 1125 CST

Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3.    COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 355      4/29/82      ESTHERVILLE, IA      A/C Reg. No. N2134R      Time (Lcl) - 0935 CDT

-----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 - LANDING

Fire  
NONE

Crew  
Pass  
Other

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

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

Make/Model - PIPER PA-28-180  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - 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- 170/010 KTS  
Visibility - 8.0 SM  
Cloud Conditions(1st) - 8000 FT UNK/NR  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- UNK/NR  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HUMBOLT, IA  
Destination  
ESTHERVILLE, IA

Airport Proximity  
ON AIRPORT

Airport Data

ESTHERVILLE MUNI  
Runway Ident - 16  
Runway Lth/Wid - 4800/ 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)  
PRIVATE  
SE LAND

Age - 49  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - UNK/NR

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

Total	Last 24 Hrs	Last 30 Days	Last 90 Days
138	0	0	0
7			
1			

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD NOT FLOWN FOR OVER 90 DAYS AND WAS FLYING FOR PRACTICE AND TO BECOME CURRENT. DURING LANDING, THE AIRCRAFT BOUNCED BACK IN THE AIR ABOUT 20 TO 30 FEET AND THEN CAME DOWN HARD ON THE NOSE GEAR. THE NOSE GEAR FAILED AND THE PLANE SLID TO A STOP ON ITS NOSE.



Brief of Accident (Continued)

File No. - 355

4/29/82

ESTHERVILLE, IA

A/C Reg. No. N2134R

Time (Lc1) - 0935 CDT

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 329      5/01/82      NEVADA, IA      A/C Reg. No. N11894      Time (Lcl) - 1630 CDT

-----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 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 - 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 - 30.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
IOWA CITY, IA  
Destination  
NEVADA, IA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 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	83
Last 24 Hrs	0
Last 30 Days	UNK/NR
Last 90 Days	24

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING FROM A CROSS-COUNTRY FLIGHT, THE PILOT MADE ONE GO-AROUND WHEN HE THOUGHT HE WAS TOO FAST. JUST BEYOND THE END OF THE RUNWAY AT ABOUT 200 FT AGL, THE ENGINE STOPPED RUNNING DUE TO FUEL EXHAUSTION. THE PILOT ATTEMPTED TO TURN AND LAND ON THE RUNWAY BUT WAS UNABLE TO REACH THE AIRPORT. THE PLANE NOSED OVER DURING A FORCED LANDING.

Brief of Accident (Continued)

File No. - 329

5/01/82 NEVADA,IA

A/C Reg. No. N11894

Time (Lcl) - 1630 CDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 230      1/15/82      S.E. OF MALTA, ID      A/C Reg. No. N58203      Time (Lcl) - 0845 MST

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

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

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

Make/Model	- HUGHES 269C	Eng Make/Model	- LYCOMING H10-360-D1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKI	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2050	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 3	Rated Power	- 205 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- 225/009 KTS</p> <p>Visibility - 25.0 SM</p> <p>Cloud Conditions(1st) - 10000 FT BROKEN</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;">SUBLETT, ID</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;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 15</p> <p style="padding-left: 20px;">Aircraft Type - H-300C</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 510</td> <td>Last 24 Hrs - 10</td> </tr> <tr> <td>Make/Model- 430</td> <td>Last 30 Days- 86</td> </tr> <tr> <td>Instrument- 2</td> <td>Last 90 Days- 126</td> </tr> <tr> <td></td> <td>Rotorcraft - 430</td> </tr> </table>	Total - 510	Last 24 Hrs - 10	Make/Model- 430	Last 30 Days- 86	Instrument- 2	Last 90 Days- 126		Rotorcraft - 430
Total - 510	Last 24 Hrs - 10									
Make/Model- 430	Last 30 Days- 86									
Instrument- 2	Last 90 Days- 126									
	Rotorcraft - 430									

Instrument Rating(s) - NONE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS FOR PREDATOR (COYOTE) CONTROL. THE PILOT WAS FOLLOWING A COYOTE AT A LOW-ALTITUDE, MODERATE-SPEED AIR TAXI OVER SNOW AND SAGEBRUSH COVERED TERRAIN. ONE OF THE AIRCRAFT'S SNOWBOARDS CAUGHT SEVERAL SAGEBRUSH LIMBS AND THE PILOT LOST DIRECTIONAL CONTROL. THE HELICOPTER ROTATED AND ROLLED OVER RESULTING IN SUBSTANTIAL DAMAGE TO THE ROTOR ASSEMBLY AND TAIL BOOM.

Brief of Accident (Continued)

File No. - 230

1/15/82

S.E. OF MALTA, ID

A/C Reg. No. N58203

Time (Lc1) - 0845 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAXI - AERIAL

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. TERRAIN CONDITION - HIGH VEGETATION
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 ROLL OVER  
Phase of Operation TAXI - AERIAL

-----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. - 227      1/22/82      NEAR KINGSTON, ID      A/C Reg. No. N97AR      Time (Lcl) - 1045 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation - OTHER	Fire	Crew 0	0	0
Flight Conducted Under -14 CFR 133	NONE	Pass 0	0	0
Accident Occurred During -LANDING		Other 0	0	0

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

Make/Model - SIKORSKY S-58J	Eng Make/Model - WRIGHT 1820	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 12000	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 16	Rated Power - 1450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMMERCIAL WX SERVICE	Last Departure Point	OFF AIRPORT/STRIP
Method - RADIO	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 2.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 1000 FT OVERCAST	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 - SNOW		
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 - 2597
SE LAND	Months Since - 7	Make/Model- 467
HELICOPTER	Aircraft Type - S-58J	Instrument- UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- 24
		Last 90 Days- 160
		Rotorcraft - 2497

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS ENGAGED IN LOGGING OPERATIONS. WHILE IN A HOVER TO PICK UP A SECOND LOAD OF LOGS, THE ENGINE LOST POWER. AN AUTOROTATION WAS MADE INTO A CREEK BED. AN INSPECTION REVEALED THAT SNOW AND WATER FROM THE CABIN INTERIOR HAD PENETRATED THE CABIN FLOORING TO THE TOP OF THE FUEL CELL AND AROUND THE FUEL CELL PLATE. ON REMOVAL OF THE COVER PLATE, A SUBSTANTIAL AMOUNT OF SLUSH WAS FOUND CLOGGING THE FUEL FILTER.

Brief of Accident (Continued)

File No. - 227

1/22/82

NEAR KINGSTON, ID

A/C Reg. No. N97AR

Time (Lc1) - 1045 PST

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION
  2. MAINTENANCE - INADEQUATE - OTHER PERSON
- 

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

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 325      3/16/82      IDAHO FALLS, ID      A/C Reg. No. N340RA      Time (Lcl) - 1820 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	0
Accident Occurred During -LANDING		Other 0	0	0	0

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

Make/Model - CESSNA 340	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 2800	Engine Type - RECIP - FUEL INJECTED	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	ON AIRPORT
Method - IN PERSON	SALT LAKE CITY, UT	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	IDAHO FALLS, ID	FANNING
Wind Dir/Speed- 190/011 KTS	ATC/Airspace	Runway Ident - 20
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9001/ 150
Cloud Conditions(1st) - 400 FT INDEFINITE	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - ILS - COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 727
SE LAND, ME LAND	Months Since - 3	Make/Model- 335
	Aircraft Type - UNK/NR	Instrument- 128
		Multi-Eng - 405
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING AN ILS APPROACH, HE BROKE OUT AT ABOUT 500 FT AGL. HE STATED THAT HE DID NOT PROPERLY ARREST THE SINK RATE AND STRUCK THE RUNWAY. HE ALSO STATED THAT THERE PROBABLY WAS SOME ICE UNDER THE WINGS THAT HAD ACCUMULATED DURING CLIMB-OUT OR DURING A MISSED APPROACH THAT WAS MADE ON A PREVIOUS APPROACH. THE TEMPERATURE AT IDAHO FALLS WAS 33 DEGREES.



Brief of Accident (Continued)

File No. - 325

3/16/82

IDAHO FALLS, ID

A/C Reg. No. N340RA

Time (Lc1) - 1820 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - SNOW
4. WEATHER CONDITION - ICING CONDITIONS

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

Finding(s)

5. WING - ICE
6. 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) 6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 362      3/25/82      JEROME, ID      A/C Reg. No. N222RP      Time (Lcl) - 1645 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model - ROTORWAY SCORPION TOO  
Landing Gear - SKID  
Max Gross Wt - 12500  
No. of Seats - 2

Eng Make/Model - ROTORWAY TRW-133  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - UNK/NR

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- 310/008 KTS  
Visibility - 30.0 SM  
Cloud Conditions(1st) - 4000 FT SCATTERED  
Cloud Conditions(2nd) - 7000 FT SCATTERED  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HALF WAY RANCH, ID  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

HALF WAY RANCH  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - UNK/NR

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

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

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

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

Total	- 349	Last 24 Hrs	- 3
Make/Model	- 5	Last 30 Days	- UNK/NR
Instrument	- 37	Last 90 Days	- 100
		Rotorcraft	- 54

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS FAMILIARIZING HIMSELF WITH THE HOME BUILT HELICOPTER. AFTER HOVERING IN ONE GENERAL AREA FOR ABOUT 45 MINUTES, HE DECIDED TO HOVER TO AN OPEN AREA BY CROSSING A FENCE. HE STATED THAT HE ENTERED TRANSLATIONAL LIFT AT ABOUT 20 KNOTS WHILE HOVERING FORWARD. AT THIS TIME, THE HELICOPTER BEGAN ROLLING TO THE LEFT. FULL RIGHT CYCLIC FAILED TO CORRECT THE ROLL. THE HELICOPTER CONTINUED TO ROLL LEFT AND STRUCK THE GROUND WITH THE MAIN ROTOR BLADE AND LEFT SKID. FOR SOLO FLIGHT, THE SHIPS BATTERY MUST BE REPOSITIONED IN THE NOSE, AND LEAD WEIGHTS MUST BE ATTACHED TO THE RIGHT SKID FOR PROPER WEIGHT AND BALANCE CONTROL. THE PILOT STATED THAT HE HAD MADE THOSE ALTERATIONS PRIOR TO FLIGHT. AN ON-SITE INVESTIGATION INDICATED THAT THE BATTERY AND LEAD WEIGHTS WERE THROWN FREE OF THE HELICOPTER. INSUFFICIENT DATA WAS AVAILABLE TO ASCERTAIN THE AIRCRAFT'S CENTER-OF-GRAVITY AT THE TIME OF THE ACCIDENT. THE FLIGHT CONTROLS HAD RETAINED THEIR CONTINUITY. THE ELEVATION WAS ABOUT 3700 FT.

Brief of Accident (Continued)

File No. - 362

3/25/82

JEROME, ID

A/C Reg. No. N222RP

Time (Lc1) - 1645 MST

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT

Phase of Operation      TAXI - AERIAL

Finding(s)

1. OBJECT - HIGH DENSITY ALTITUDE

2.    UNDETERMINED  
-----

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      TAXI - AERIAL  
-----

----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. - 291      1/24/82      WHEELING, IL      A/C Reg. No. N6492V      Time (Lc1) - 1000 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
ON GROUND

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

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

Make/Model - CESSNA 172RG  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2200  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
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- 270/012 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 Flow - NONE

Airport Proximity  
ON AIRPORT

Airport Data

PAL WAUKEE  
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 - 28  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 302	Last 24 Hrs - 0
Make/Model- 62	Last 30 Days- UNK/NR
Instrument- 78	Last 90 Days- 6
Multi-Eng - 3	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AFTER THE AIRCRAFT WAS STARTED AND WARMED UP APPROXIMATELY FIVE TO TEN MINUTES THE ENGINE WAS SHUT DOWN TO INVESTIGATE FROZEN BRAKE PADS. AFTER THE BRAKE PADS WERE FREED THE ENGINE WAS RESTARTED AND DURING CRANKING THE PILOT NOTICED SMOKE COMING FROM UNDER THE INSTRUMENT PANEL. THE AIRCRAFT WAS EVACUATED AND WITHIN THREE MINUTES WAS ENGULFED IN FLAMES. WRECKAGE EXAMINATION REVEALED THAT THE FIRE DID NOT START OR HAVE A CONCENTRATION OF EXTREME HEAT IN THE ENGINE COMPARTMENT.

Brief of Accident (Continued)

File No. - 291

1/24/82

WHEELING, IL

A/C Reg. No. N6492V

Time (Lc1) - 1000 CST

---

Occurrence

FIRE

Phase of Operation

STANDING - STARTING ENGINE(S)

Finding(s)

1. FUSELAGE, CREW COMPARTMENT - FIRE

2. FUSELAGE, CREW COMPARTMENT - UNDETERMINED

---

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 346      2/13/82      ALTAMONT,IL      A/C Reg. No. N9447U      Time (Lcl) - 2000 CST

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

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

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

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - 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 - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	EFFINGHAM,IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	VANDALIA,IL	Runway Ident - N/A
Wind Dir/Speed- 200/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.0 SM	Type of Flight Plan - NONE	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- FOG		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 6000
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 300
		Instrument- 440
		Multi-Eng - 2000
		Last 30 Days- UNK/NR
		Last 90 Days- 126

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT FIVE TO TEN MINUTES AFTER TAKEOFF AT NIGHT, THE ENGINE BEGAN TO LOSE POWER AND THEN SUDDENLY STOPPED. PILOT ELECTED TO LAND IN A LIGHT COLORED AREA THAT WAS SURROUNDED BY DARKER AREAS. DURING THE APPROACH, THE AIRCRAFT STRUCK A TREE WHICH DAMAGED THE LEFT WING AND TAIL, AND KNOCKED THE WINDSHIELD OUT. AT THIS TIME, THE ENGINE BEGAN RUNNING. THE PILOT ADDED POWER AND THE PLANE SETTLED TO THE GROUND WHICH WAS COVERED WITH 14 INCHES OF SNOW. AFTER TOUCHDOWN THE NOSE GEAR FOLDED AND THE WHEEL PANTS SEPARATED FROM THE LANDING GEAR. AN INVESTIGATION REVEALED THAT THE HEAT DUCT TO THE CARBURETOR AIR BOX WAS DETERIORATED TO THE EXTENT THAT HEAT WOULD HAVE BEEN DIVERTED FROM THE CARBURETOR. HOWEVER, THE INVESTIGATION REVEALED NO OTHER MECHANICAL MALFUNCTIONS OR FAILURES. THE TEMPERATURE AND DEW POINT WERE 21 AND 15 DEGREES, RESPECTIVELY.

Brief of Accident (Continued)

File No. - 346

2/13/82

ALTAMONT, IL

A/C Reg. No. N9447U

Time (Lc1) - 2000 CST

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

Finding(s)

1. ANTI-ICE/DE-ICE SYSTEM, CARBURETOR DE-ICE - DETERIORATED
  2. UNDETERMINED
- 

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 - BASE TO FINAL

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
  4. OBJECT - TREE(S)
- 

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

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED
  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) 3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 222      3/13/82      ROCKFORD,IL      A/C Reg. No. N2470P      Time (Lcl) - 1245 CST

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

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

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	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	ROCKFORD,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNKNOWN	GREATER ROCKFORD
Wind Dir/Speed- 280/040 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	Runway Surface - MACADAM
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 - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1997
SE LAND	Months Since - 8	Make/Model- 1500
	Aircraft Type - PA-22	Instrument- 200
		Last 24 Hrs - 1
		Last 30 Days- 19
		Last 90 Days- 48

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD TAXIED TO RUNWAY 24. WHILE MAKING A TURN TO RUNUP, THE WIND PICKED UP THE RIGHT WING AND TAIL, AND FLIPPED THE PLANE OVER ON ITS BACK.



Brief of Accident (Continued)

File No. - 222

3/13/82

ROCKFORD, IL

A/C Reg. No. N2470P

Time (Lc1) - 1245 CST

-----  
Occurrence            NOSE OVER  
Phase of Operation    TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. 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) 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. - 345      3/23/82      WHEELING, IL      A/C Reg. No. N714KR      Time (Lcl) - 1815 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 150	Eng Make/Model	- CONTINENTAL O-200A	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-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	OSHKOSH, WI	
Completeness	- PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather	- VMC	PALWAUKEE, IL	Runway Ident
Wind Dir/Speed	- 220/015 KTS		- N/A
Visibility	- 25.0 SM	ATC/Airspace	Runway Lth/Wid
Cloud Conditions(1st)	- 3000 FT SCATTERED	Type of Flight Plan	- N/A
Cloud Conditions(2nd)	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Approach Flown	- N/A
Precipitation	- NONE		
Condition of Light	- DUSK		

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 68	Last 24 Hrs - 5
	Months Since - N/A	Make/Model - 68	Last 30 Days - 5
	Aircraft Type - N/A	Instrument - 1	Last 90 Days - 5

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT DEPARTED WHEELING, IL ON A CROSS-COUNTRY FLIGHT TO DUBUQUE, IA; OSHKOSH, WI AND RETURN. THE PILOT REFUELED WITH 17.7 GALLONS OF 100 OCTANE LOW-LEAD GASOLINE AT DUBUQUE, BUT DID NOT REFUEL AT OSHKOSH. NEAR MILWAUKEE, HE NOTED THAT THE RIGHT FUEL GAUGE INDICATED 1/2 FULL AND THE LEFT GAUGE SHOWED EMPTY. THE PILOT CONTINUED ON TOWARD HIS DESTINATION, AND SIX MILES NORTH OF THE AIRPORT, HE WAS CLEARED TO LAND. A FEW MINUTES LATER, THE ENGINE SPUTTERED AND FINALLY LOST POWER. THE PILOT LANDED IN A FIELD, BUT AT THE END OF HIS LANDING ROLL, THE PLANE STRUCK A ROW OF HEDGES. AN INVESTIGATION REVEALED THAT BOTH FUEL TANKS WERE EMPTY.

Brief of Accident (Continued)

File No. - 345

3/23/82

WHEELING, IL

A/C Reg. No. N714KR

Time (Lc1) - 1815 CST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. IN-FLIGHT PLANNING/DECISION - 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)

4. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 278

4/01/82

NOKOMIS,IL

A/C Reg. No. N4936A

Time (Lcl) - 1345 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

-----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-K  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 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- 250/005 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  
SAME AS ACC/INC  
Destination  
VANDALIA,IL

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 - 27  
Runway Lth/Wid - 1200 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - SOFT

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 28

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 87	Last 24 Hrs - 2
Make/Model- 15	Last 30 Days- UNK/NR
Instrument- 1	Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF FROM A SOFT SOD FIELD THE AIRCRAFT STARTED GRADUALLY TURNING TO THE LEFT. THE PILOT APPLIED FULL RIGHT RUDDER THEN REDUCED POWER BEFORE THE AIRCRAFT NOSED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 278

4/01/82

NOKOMIS, IL

A/C Reg. No. N4936A

Time (Lc1) - 1345 CST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - 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) 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. - 375      2/06/82      BROWNSBURG, IN      A/C Reg. No. N93607      Time (Lcl) - 1645 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model      - ERCOUPE 415-C  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1260  
No. of Seats      - 2

Eng Make/Model - CONTINENTAL C-75  
Number Engines - 2  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 75 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- 240/008 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  
INDIANAPOLIS, IN  
Destination  
BROWNSBURG, IN

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

BROWNSBURG  
Runway Ident      - 22  
Runway Lth/Wid      - 2450 -UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND  
HELICOPTER

Age - 41

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4675	Last 24 Hrs	- 3
Make/Model	- 19	Last 30 Days	- UNK/NR
Instrument	- 50	Last 90 Days	- 15
Multi-Eng	- 250	Rotorcraft	- 695

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING HIS VISUAL APPROACH FOR LANDING, HE USED FULL CARBURETOR HEAT AND CLEARED HIS ENGINE DURING THE BASE TURN. WHILE ENTERING HIS FINAL APPROACH, HE WAS TOO HIGH AND REDUCED HIS POWER BELOW 1000 RPM FOR ABOUT 10 TO 20 SECONDS. HE REPORTED THAT THE SINK RATE BECAME TOO GREAT, BUT WHEN HE WENT TO ADD POWER, THE POWER WOULD NOT INCREASE. THE AIRCRAFT LANDED SHORT AND COLLIDED WITH A SNOWBANK. THE TEMPERATURE WAS EIGHT DEGREES FAHRENHEIT. AN EXAMINATION OF THE ENGINE AND COMPONENTS REVEALED NO MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 375

2/06/82

BROWNSBURG, IN

A/C Reg. No. N93607

Time (Lc1) - 1645 EST

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

Finding(s)  
1.. UNDETERMINED  
2. WEATHER CONDITION - TEMPERATURE EXTREMES  
-----

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 - 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) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 224      3/04/82      VALPARAISO, IN      A/C Reg. No. N34EE      Time (Lcl) - 2356 CST

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

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

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

Make/Model - PIPER PA-30	Eng Make/Model - LYCOMING IO-320-B1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3725	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point CHICAGO, IL	
Method - TELEPHONE	Destination VALPARAISO, IN	Airport Data
Completeness - FULL		PORTER COUNTY
Basic Weather - VMC	ATC/Airspace	Runway Ident - 09
Wind Dir/Speed- 090/015 KTS	Type of Flight Plan - IFR	Runway Lth/Wid - 6000/ 150
Visibility - 6.0 SM	Type of Clearance - RADAR ADVISORIES	Runway Surface - ASPHALT
Cloud Conditions(1st) - 2000 FT OVERCAST	Type Approach Flown - VORTAC	Runway Status - ICE
Cloud Conditions(2nd) - UNK/NR		
Obstructions to Vision- NONE		
Precipitation - FREEZING RAIN		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 2613
SE LAND, ME LAND	Months Since - 1	Make/Model- 29
	Aircraft Type - PA-30	Instrument- 346
		Multi-Eng - 1114
		Last 24 Hrs - 4
		Last 30 Days- 0
		Last 90 Days- 39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED ENCOUNTERING SEVERE ICING CONDITIONS AFTER HE HAD CANCELED HIS IFR FLIGHT PLAN AND HAD THE AIRPORT IN SIGHT. AT THAT POINT, HE FELT THAT THE SAFEST ALTERNATIVE WAS TO CONTINUE THE APPROACH. THE APPROACH WAS FLOWN AT 120 MPH WITH NO FLAPS. AS THE APPROACH WAS CONTINUED, ICE BEGAN TO ACCUMULATE RAPIDLY. WITH FULL POWER, THE PILOT WAS UNABLE TO STOP THE DESCENT. THE PLANE TOUCHED DOWN 78 FT SHORT OF THE RUNWAY AND BOUNCED IN THE AIR AGAIN. THE PILOT RETRACTED THE GEAR IN AN ATTEMPT TO KEEP THE AIRCRAFT FLYING. THE WINDSHIELD WAS COVERED WITH ICE, BUT HE WAS ABLE TO SEE A PARALLEL TAXIWAY BY LOOKING THROUGH THE SIDE WINDOW. THE PLANE WAS MANEUVERED TO THE TAXIWAY AND LANDED AT A HIGH DESCENT RATE WITH THE GEAR UP.



Brief of Accident (Continued)

File No. - 224

3/04/82

VALPARAISO, IN

A/C Reg. No. N34EE

Time (Lc1) - 2356 CST

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

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - ICING CONDITIONS

Occurrence #2 UNDERSHOOT  
Phase of Operation APPROACH

Finding(s)

3. WING - ICE
4. PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
7. PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND
8. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
9. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 223      3/08/82      CHARLESTOWN, IN      A/C Reg. No. N66252      Time (Lcl) - 2000 EST

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

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

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

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 100 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	CLARKBURG, WV	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	JEFFERSONVILLE, IN	
Wind Dir/Speed	- 180/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- 25000 FT SCATTERED	Type of Clearance	- N/A
Cloud Conditions(2nd)	- NONE	Type Approach Flown	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT (BRIGHT)		

-----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	- 118
SE LAND	Months Since - 23	Make/Model	- 53
	Aircraft Type - C-150	Instrument	- 2
		Last 24 Hrs	- 8
		Last 30 Days	- UNK/NR
		Last 90 Days	- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE RAN OUT OF FUEL ON A CROSS-COUNTRY FLIGHT. HE MADE AN EMERGENCY LANDING IN AN OPEN FIELD AT NIGHT. DURING THE LANDING, THE PLANE FLIPPED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 223

3/08/82

CHARLESTOWN, IN

A/C Reg. No. N66252

Time (Lc1) - 2000 EST

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

Finding(s)

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

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

Finding(s)

3. LIGHT CONDITION - NIGHT
- 

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

-----

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 344      3/23/82      FORT WAYNE, IN      A/C Reg. No. N2374F      Time (Lcl) - 1820 EST

-----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  
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      - PIPER PA-38  
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      - 100 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- 230/007 KTS  
Visibility      - 10.0 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 - VISUAL FULL CIRCUIT

Airport Proximity  
ON AIRPORT

Airport Data

SMITHFIELD  
Runway Ident      - 23  
Runway Lth/Wid      - 3367/ 50  
Runway Surface      - MACADAM  
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	- 32	Last 24 Hrs	- 1
Make/Model	- 32	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING LANDINGS WITH A HEADWIND DIRECTLY DOWN THE RUNWAY AT 7 KNOTS. DURING TOUCHDOWN ON HIS THIRD LANDING, HE LOST DIRECTIONAL CONTROL AND THE PLANE VEERED LEFT AND SKIDDED OFF THE RUNWAY. THE NOSE GEAR ENCOUNTERED A SIDE LOAD AND FAILED.

Brief of Accident (Continued)

File No. - 344

3/23/82

FORT WAYNE, IN

A/C Reg. No. N2374F

Time (Lcl) - 1820 EST

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

Finding(s)

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

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

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 321      3/20/82      SABETHA,KS      A/C Reg. No. N60761      Time (Lcl) - 1645 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-FERRY	Fire	Crew 0	0	0	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 D-200A	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 - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 280/018 KTS</p> <p>Visibility - 20.0 SM</p> <p>Cloud Conditions(1st) - 3000 FT SCATTERED</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>YORK,NE</p> <p>Destination</p> <p>SABETHA,KS</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - CONTACT</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>SABETHA MUNI</p> <p>Runway Ident - 01</p> <p>Runway Lth/Wid - 2500/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 33</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - C-150</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 97</p> <p>Make/Model- 76</p> <p>Instrument- 4</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 3</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT INITIATED A LANDING APPROACH TO RUNWAY 1 WITH THE WIND FROM 280 DEGREES AT 18, GUSTING 25 KNOTS. HE ENTERED FINAL APPROACH IN A CRAB AND WAS LINED UP WITH THE RUNWAY. WHEN OVER THE THRESHOLD, THE PLANE STARTED TO DRIFT RIGHT. IT SETTLED TO THE GROUND TO THE RIGHT OF THE RUNWAY AND CONTINUED INTO A FIELD. THE PLANE HAD NEARLY STOPPED WHEN THE NOSEWHEEL ENCOUNTERED A SOFT SPOT AND A GUST OF WIND RAISED THE LEFT WING AND THE TAIL. THE PLANE FLIPPED OVER ONTO ITS BACK.

Brief of Accident (Continued)

File No. - 321

3/20/82

SABETHA,KS

A/C Reg. No. N60761

Time (Lc1) - 1645 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. FLIGHT TO ALTERNATE DESTINATION - NOT SELECTED - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - WET
6. TERRAIN CONDITION - SOFT
7. WEATHER CONDITION - UNFAVORABLE WIND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 259      3/22/82      JETMORE,KS      A/C Reg. No. N4915F      Time (Lcl) - 1240 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries

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

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 172  
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 - 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- 210/009 KTS  
Visibility - 20.0 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  
NESS,KS  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 39  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	1000	Last 24 Hrs	2
Make/Model-	400	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	34

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS FLOWN OUT TO AN OIL WELL SITE TO AIR DROP A VALVE. THE PILOT STATED THAT AFTER DROPPING THE VALVE HE TURNED AROUND IN HIS SEAT TO SEE WHERE THE VALVE HIT AND HE RAN THE AIRCRAFT INTO THE GROUND.



Brief of Accident (Continued)

File No. - 259

3/22/82

JETMORE,KS

A/C Reg. No. N4915F

Time (Lc1) - 1240 CST

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2.        IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 384 5/09/82 HAYS,KS

A/C Reg. No. N501A

Time (Lcl) - 1620 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

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 - BELLANCA 14-19

Eng Make/Model - LYCOMING O-435A

ELT Installed/Activated - YES/YES

Landing Gear - TAILWHEEL FIXED-MAINS RETRACT

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2600

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 190 HP

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

Weather Data

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

Itinerary

Last Departure Point  
WANERLY,IA  
Destination  
DENVER,CO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 190/018 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

ATC/Airspace

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

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

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

Pilot-In-Command

Age - 73

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 2200

Last 24 Hrs - 11

SE LAND

Months Since - 17

Make/Model- 11

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 6

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD PURCHASED THE AIRCRAFT IN IOWA AND HAD OBTAINED A FERRY PERMIT TO FLY IT TO HIS HOME IN CALIFORNIA. IN THE VICINITY OF HAYS, KANSAS, THE FUEL TANK HE WAS USING RAN DRY. HE SWITCHED TO ANOTHER TANK, TURNED ON THE ELECTRIC BOOST PUMP AND TRIED TO START THE ENGINE. WITH FUEL REMAINING IN THE TANK, THE BOOST PUMP OPERATING AND THE PILOT ALSO OPERATING THE WOBBLE PUMP, HE WAS UNABLE TO BUILD UP FUEL PRESSURE. HE MADE A WHEELS-UP LANDING IN A WHEAT FIELD WITH ABOUT 30 GALLONS OF FUEL ON BOARD. AN INSPECTION REVEALED NO PREIMPACT DAMAGE TO THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 384

5/09/82

HAYS,KS

A/C Reg. No. N501A

Time (Lc1) - 1620 CDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
3. FUEL SYSTEM - UNDETERMINED
4. EMERGENCY PROCEDURE - 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)

5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 297      3/24/82      RUSSELLVILLE,KY      A/C Reg. No. N48952      Time (Lcl) - 1600 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING		Other	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RUSSELLVILLE-LOGAN COUNTY
Wind Dir/Speed- 240/008 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 60
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- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 17	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 16
	Months Since - N/A	Make/Model- 16
	Aircraft Type - N/A	Instrument- 1
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HER SECOND SUPERVISED SOLO ENGAGED IN TOUCH AND GO LANDINGS. DURING HER SECOND LANDING THE AIRCRAFT STARTED TO DRIFT LEFT LEAVING THE RUNWAY ENVIRONMENT AND COLLIDING WITH A DITCH BEFORE NOSING OVER. THE STUDENT STATED THAT SHE HAD A MENTAL BLOCK AND FROZE.

Brief of Accident (Continued)

File No. - 297

3/24/82

RUSSELLVILLE, KY

A/C Reg. No. N48952

Time (Lc1) - 1600 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 EQUIPMENT/AIRCRAFT, PANIC - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - CONTINUED - PILOT IN COMMAND
- 

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

Finding(s)

5. TERRAIN CONDITION - DITCH
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 372      4/21/82      PAINTSVILLE, KY      A/C Reg. No. N600JR      Time (Lc1) - 1430 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
			0	0	0

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

Make/Model - CESSNA 320A	Eng Make/Model - CONTINENTAL TSIO-470B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 5200	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COMBS
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 0.0	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 75
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- 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 - 1058
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 232
		Instrument- 190
		Multi-Eng - 232
		Last 30 Days- UNK/NR
		Last 90 Days- 39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED ENCOUNTERING WIND SHEAR AT ABOUT 300 FT FROM THE APPROACH END OF RUNWAY 31. HE STATED THAT THE AIRCRAFT CRABBED TO THE LEFT AND RIGHT RUDDER WAS APPLIED. ALSO, HE REPORTED THAT THE PLANE STALLED ABOUT SIX TO TEN FEET ABOVE THE RUNWAY AND TOUCHED DOWN HARD IN A NEAR LEVEL ATTITUDE. THERE WAS SUBSTANTIAL DAMAGE TO THE WING SPARS, A MAIN GEAR ATTACH BRACKET, AND THE ENGINE MOUNTS. THE PILOT REPORTED THE SURFACE WIND FROM 260 DEGREES AT 10 GUSTING 15 KNOTS. ALSO, THE PILOT NOTED THAT HE DID NOT USE POWER THROUGHOUT THE LANDING.

Brief of Accident (Continued)

File No. - 372

4/21/82

PAINTSVILLE, KY

A/C Reg. No. N600JR

Time (Lcl) - 1430 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - WINDSHEAR
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) 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. - 237      3/21/82      HAVERHILL, MA

A/C Reg. No. N3644T

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	0	1
Pass	0	0	0	0
Other	0	0	0	0

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

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

Eng Make/Model - LYCOMING O-320-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/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) - 5000 FT SCATTERED  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
NORWOOD, MA  
Destination  
HAVERHILL, MA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

HAVERHILL  
Runway Ident - 32  
Runway Lth/Wid - 2100/ 95  
Runway Surface - DIRT  
Runway Status - WET

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

Pilot-In-Command

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

Age - 34  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

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

Total	- 138	Last 24 Hrs -	1
Make/Model-	138	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	29
		Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED ON A WET AND MUDDY STRIP BESIDE A HARD TOPPED RUNWAY. AFTER TRAVELING ABOUT 100 FT DOWN THE STRIP, THE WHEELS BEGAN TO SINK. AS THE PLANE ALMOST CAME TO A STOP, THE NOSE WHEEL SANK INTO THE MUD AND THE PLANE SLOWLY NOSED OVER.



Brief of Accident (Continued)

File No. - 237

3/21/82

HAVERHILL, MA

A/C Reg. No. N3644T

Time (Lcl) - 1200 EST

---

Occurrence            NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
  2. TERRAIN CONDITION - SOFT
  3.    UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 279

3/25/82

HAVERHILL, MA

A/C Reg. No. N10459

Time (Lc1) - 1525 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	0

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

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/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- 160/008 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  
MANCHESTER, NH  
Destination  
HAVERHILL, MA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data  
HAVERHILL

Runway Ident - 14  
Runway Lth/Wid - 2100/ 95  
Runway Surface - GRAVEL  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 44

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 134	Last 24 Hrs	- 0
Make/Model	- 35	Last 30 Days	- UNK/NR
Instrument	- 3	Last 90 Days	- 0
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER CALLING FOR LANDING INFORMATION ON UNICOM AND RECEIVING NO REPLY THE PILOT ELECTED TO LAND. DURING ROLL-OUT AT APPROXIMATELY 5 MPH THE AIRCRAFT'S RIGHT MAIN AND NOSE GEAR ENCOUNTERED A SINK-HOLE CAUSING THE RIGHT WINGTIP TO HIT THE GROUND.

Brief of Accident (Continued)

File No. - 279

3/25/82

HAVERHILL, MA

A/C Reg. No. N10459

Time (Lcl) - 1525 EST

---

Occurrence

NOSE DOWN

Phase of Operation

LANDING - ROLL

Finding(s)

1. RADIO COMMUNICATIONS - NOT RECEIVED - PILOT IN COMMAND
  2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
  3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 276      3/28/82      LEXINGTON PARK, MD      A/C Reg. No. N81573      Time (Lc1) - 1310 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	6
Other	0	0	0	0

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

Make/Model - PIPER PA-32-301T  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - LYCOMING TSO-520-51AD  
Number Engines - 2  
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 - FSS  
Method - TELEPHONE  
Completeness - PARTIAL, LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed - 180/012 KTS  
Visibility - 5.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision - UNK/NR  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CHANTILLY, VA  
Destination  
LEXINGTON PARK, MD

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

PARK HALL  
Runway Ident - 18  
Runway Lth/Wid - 1800/ 200  
Runway Surface - GRASS/TURF  
Runway Status - WET

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

Pilot-In-Command

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

Age - 39

Biennial Flight Review

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

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

Total	- 250	Last 24 Hrs	- 1
Make/Model	- 41	Last 30 Days	- UNK/NR
Instrument	- 70	Last 90 Days	- 49
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT WHILE DECELERATING THROUGH APPROXIMATELY 50 KNOTS ON LANDING ROLLOUT HE LOWERED THE NOSE.  
THE NOSE GEAR COLLAPSED AFTER ENCOUNTERING A SOFT SPOT ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 276

3/28/82

LEXINGTON PARK, MD

A/C Reg. No. N81573

Time (Lc1) - 1310 CST

Occurrence NOSE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
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) 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. - 378      2/07/82      CANTON, MI

A/C Reg. No. N46733

Time (Lc1) - 1530 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 - 110 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- 240/010 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

FT. WAYNE, IN

Destination

ANN ARBOR, MI

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

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)

STUDENT

Age - 37

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 - 38      Last 24 Hrs - 3

Make/Model- 37      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON THE SECOND LEG OF HIS CROSS-COUNTRY FLIGHT WHEN THE ENGINE LOST POWER. HE LANDED IN A SNOW COVERED, PLOWED FIELD. AFTER ABOUT 60 FEET OF GROUND ROLL, THE PLANE NOSED OVER. THE STUDENT STATED THAT THE ENGINE STARTED RUNNING ROUGH UNTIL HE APPLIED CARBURETOR HEAT, AND THEN IT SMOOTHED OUT. HE STATED THAT HE CUT-OFF THE CARBURETOR HEAT, AND THEN ABOUT ONE MINUTE LATER, THE ENGINE QUIT. HOWEVER, ANOTHER PILOT STATED THAT HE HEARD THE STUDENT TRANSMIT THAT HE WAS GOING DOWN AND THAT HE WAS OUT OF FUEL OR EXPERIENCED FUEL STARVATION. ALSO, WHEN THE PLANE WAS EXAMINED BY TWO OTHER PERSONS, THEY FOUND NO FUEL IN THE PLANE AND NO EVIDENCE THAT FUEL HAD LEAKED ON THE SNOW COVERED TERRAIN. ADDITIONALLY, THE AIRCRAFT HAD NOT BEEN REFUELED DURING THE FIRST STOP OF THE CROSS-COUNTRY.

Brief of Accident (Continued)

File No. - 378

2/07/82

CANTON, MI

A/C Reg. No. N46733

Time (Lcl) - 1530 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

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

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

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) 1,2,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 377      4/05/82      PONTIAC, MI      A/C Reg. No. N2765Y      Time (Lcl) - 0500 EST

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

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

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

Make/Model - BEECH 95	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 4200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
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	COVINGTON, GA	OAKLAND-PONTIAC AIRPORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
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 - NIGHT (DARK)		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 5400
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 195
		Last 30 Days- UNK/NR
		Instrument- 420
		Last 90 Days- 50
		Multi-Eng - 4000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

IT WAS DARK AND THE TEMPERATURE WAS ABOUT 20 DEGREES WHEN THE PILOT AND TWO PASSENGERS ARRIVED AT THE PLANE. THE PILOT HAD STARTED THE RIGHT ENGINE BEFORE THE PASSENGERS ARRIVED, BUT THE LEFT ENGINE FAILED TO START IN THE COLD TEMPERATURE. THE PILOT WAS RECHARGING THE BATTERIES WHEN THE PASSENGERS ARRIVED AND GOT ON BOARD. HOWEVER, THEY DEPLANED AND OBSERVED FROM OPPOSITE SIDES AS THE PILOT ATTEMPTED ANOTHER START. DURING THE ATTEMPTED START, THE LEFT ENGINE BACKFIRED AND A PRIMER FIRE ENSUED. SHORTLY THEREAFTER, THE PASSENGER ON THE LEFT SIDE PROCEEDED TO THE RIGHT SIDE. HE WAS STRUCK BY THE PROPELLER AS THE PILOT WAS MOVING BOTH THOTTLES TO IDLE CUT-OFF.



Brief of Accident (Continued)

File No. - 377

4/05/82

PONTIAC,MI

A/C Reg. No. N2765Y

Time (Lc1) - 0500 EST

-----  
Occurrence            PROPELLER/ROTOR CONTACT  
Phase of Operation    STANDING - STARTING ENGINE(S)

Finding(s)

1. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - TEMPERATURE EXTREMES
4. EXHAUST SYSTEM - FIRE
5. UNSAFE/HAZARDOUS CONDITION - PERFORMED - PASSENGER

-----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. - 358      4/07/82      PONTIAC, MI      A/C Reg. No. N66944      Time (Lcl) - 1130 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL - SOLO	Fire	Crew	Fatal	Injuries	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	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 - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	OAKLAND-PONTIAC AIRPORT
Wind Dir/Speed- 340/008 KTS	ATC/Airspace	Runway Ident - 27R
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3250/ 75
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 27
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 27
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE STUDENT PILOT WAS ON HIS FIFTH TOUCH AND GO PATTERN, THE PLANE VEERED TO THE LEFT AFTER TOUCHDOWN. THE LEFT MAIN GEAR THEN ENCOUNTERED SNOW AND PULLED THE AIRCRAFT FURTHER LEFT INTO A SNOWBANK. THE STUDENT CLAIMED THAT THE OWNERS HAD ADVISED HIM TO APPLY BRAKES AFTER TAKEOFF TO CORRECT A SHIMMY THAT OCCURRED AFTER LIFT-OFF. THE STUDENT BELIEVED THAT THIS CAUSED THE BRAKE TO LOCK. HOWEVER, THE BRAKE WAS NOT LOCKED WHEN THE PLANE WAS REMOVED FROM THE SNOWBANK, AND IT OPERATED NORMALLY WHEN CHECKED. THERE WAS A RIGHT QUARTERING HEADWIND AT 8 KNOTS.

Brief of Accident (Continued)

File No. - 358

4/07/82

PONTIAC, MI

A/C Reg. No. N66944

Time (Lc1) - 1130 EST

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

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 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) 3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 211

3/07/82

CRYSTAL, MN

A/C Reg. No. N201WM

Time (Lcl) - 1248 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

NONE  
Fire  
NONE

Fatal  
Crew 0  
Pass 0  
Other 0

Injuries

Serious	Minor	None
0	0	1
1	0	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-AB6D  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - PATWAS  
Method - RADIO  
Completeness - SELF

Basic Weather - VMC  
Wind Dir/Speed- 310/005 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  
ON AIRPORT

Airport Data

CRYSTAL  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

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

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

Age - 39  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - M-201

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

Total -	576	Last 24 Hrs -	0
Make/Model-	246	Last 30 Days-	0
Instrument-	94	Last 90 Days-	45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING TO START THE ENG, THE PILOT COULD NOT GET THE STARTER TO ENGAGE. HE ASKED THE PASSENGER TO GET OUT AND ROTATE THE PROPELLER TO A DIFFERENT LOCATION IN HOPES OF GETTING THE STARTER TO ENGAGE. WITH THE MAGNETOS AND MASTER SWITCH OFF, THE PROP WAS MOVED TO DIFFERENT LOCATIONS TWO TIMES, BUT NO LUCK. ON THE THIRD TRY, THE PROPELLER STRUCK THE PASSENGER ON THE HEAD AND RIGHT HAND RESULTING IN SERIOUS INJURY. A CHECK OF THE IGNITION SWITCH REVEALED NO DISCREPANCIES.

Brief of Accident (Continued)

File No. - 211

3/07/82

CRYSTAL,MN

A/C Reg. No. N201WM

Time (Lc1) - 1248 CST

---

Occurrence #1 PROPELLER/ROTOR CONTACT  
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. ENGINE ACCESSORIES,ENGINE STARTER - NOT ENGAGED
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  3. UNSAFE/HAZARDOUS CONDITION - PERFORMED - PASSENGER
- 

-----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. - 342

3/29/82

DULUTH,MN

A/C Reg. No. N4649B

Time (Lcl) - 1328 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  
NONE

Crew  
Pass  
Other

-----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 - 265 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- 150/010 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 3600 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SUPERIOR,WI

Destination

DULUTH,MN

Airport Proximity

ON AIRPORT

Airport Data

DULUTH INTL AIRPORT

Runway Ident - 09

Runway Lth/Wid - 10152/ 150

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - TOWER

Type Approach Flow - TOUCH AND GO

-----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 - 66 Last 24 Hrs - 2

Make/Model- 66 Last 30 Days- UNK/NR

Instrument- 1 Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS MAKING TOUCH AND GO LANDINGS ON RUNWAY09 WHILE PREPARING FOR A FLIGHT CHECK. AFTER LANDING, HE PROCEEDED TO OPEN THE COWL FLAPS AND PUSH IN THE CARBURETOR HEAT CONTROL. HE STATED THAT AT THAT TIME, HE LET THE AILERONS GO TO A NEUTRAL POSITION AND THE WIND PICKED UP HIS RIGHT WING. HE REPORTED THAT THE WIND BLEW THE PLANE TO THE LEFT SIDE OF THE RUNWAY WHERE THE LEFT WING CAUGHT A RUNWAY "MARKER BEACON" AND SPUN AROUND. THE PLANE STRUCK A SNOWBANK AND FLIPPED OVER. THE PILOT REPORTED THAT THE WIND WAS GUSTING TO 20 KNOTS.

Brief of Accident (Continued)

File No. - 342

3/29/82

DULUTH,MN

A/C Reg. No. N4649B

Time (Lc1) - 1328 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - RUNWAY LIGHT

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

Finding(s)

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

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) 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. - 243      1/21/82      NORTH KANSAS CITY,MO      A/C Reg. No. N4553Q      Time (Lcl) - 1924 CST

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Fatal	Injuries	
ON-DEMAND AIR TAXI	DESTROYED		Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	1	0	0
Flight Conducted Under -14 CFR 135	ON GROUND	0	0	0
Accident Occurred During -APPROACH		0	0	0

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

Make/Model - CESSNA 402A	Eng Make/Model - CONTINENTAL TSIO-520	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 6300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
No. of Seats - 2	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SPRINGDALE,AR	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	KANSAS CITY,MO	
Wind Dir/Speed- 070/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 0.0	Type of Flight Plan - IFR	Runway Lth/Wid - 7000/ 150
Cloud Conditions(1st) - 200 FT OBSCURED	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - ILS - COMPLETE	Runway Status - ICE
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5993
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - C-402A	Make/Model- 1200
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - 1743

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT RECEIVED 2 WEATHER BRIEFINGS. MOST OF THE FIRST BRIEFING WAS SPENT FINDING AN ALTERNATE. THE FORECAST INCLUDED IMC WITH LOW CEILINGS, LOW VISIBILITIES WITH LIGHT SNOW, FOG, AND POSSIBLE FREEZING DRIZZLE. THE AIRCRAFT WAS NOT CERTIFICATED FOR FLIGHT IN KNOWN ICING CONDITIONS. DURING ARRIVAL, THE PLANE ENTERED AN OVERCAST AT 3500 FT MSL. TWO MINUTES LATER, THE PILOT REPORTED AN ENCOUNTER WITH FREEZING PRECIPITATION. THE FIRST APPROACH WAS ABANDONED IN THE VICINITY OF THE FAF/OUTER MARKER AFTER THE PILOT FLEW THROUGH THE LOCALIZER COURSE LINE AND WAS ABOUT 1/2 MILE TO THE RIGHT. HE WAS VECTORED FOR ANOTHER ILS APPROACH. WHILE INBOUND ON THE APPROACH, HE WAS INFORMED THAT APPROACH CONTROL HAD RECEIVED A LOW ALTITUDE ALERT. HE WAS REMINDED THAT HIS ALTITUDE SHOULD BE 2600 FT UNTIL REACHING THE FAF; HOWEVER, HE REACHED ONLY 2400 FT. HIS AIRSPEED WAS MUCH HIGHER THAN NORMAL WHILE DESCENDING FROM THE FAF. THE PLANE STRUCK A BUILDING AND BURNED ABOUT 1/3 MILE NORTHEAST OF THE END OF RUNWAY 18.



Brief of Accident (Continued)

File No. - 243

1/21/82

NORTH KANSAS CITY, MO

A/C Reg. No. N4553Q

Time (Lcl) - 1924 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - RAIN
6. WEATHER CONDITION - ICING CONDITIONS

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

7. WING - ICE
8. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
9. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
10. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
11. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

12. OBJECT - BUILDING(NONRESIDENTIAL)

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,9,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 238      3/13/82      OZARK,MO      A/C Reg. No. N6475V      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      -TAXI

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model      - HELIO H-295  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 3400  
No. of Seats      - 6

Eng Make/Model      - LYCOMING GO-480  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 295 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- 360/020 KTS  
Visibility      - 5.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
UNK/NR  
Destination  
OZARK,MO

ATC/Airspace

Type of Flight Plan - UNK/NR  
Type of Clearance      - UNK/NR  
Type Approach Flown - UNK/NR

Airport Proximity  
ON AIRPORT

Airport Data

AIR PARK SOUTH  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

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

Pilot-In-Command

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

Age - 31

Biennial Flight Review

Current      - YES  
Months Since      - 6  
Aircraft Type      - H-295

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total	- 3500	Last 24 Hrs	- UNK/NR
Make/Model-	2500	Last 30 Days-	1
Instrument-	130	Last 90 Days-	10
Multi-Eng	- 400		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE DRIVER OF THE AUTOMOBILE PARKED ON THE EAST END OF THE EAST/WEST RUNWAY TO WATCH AIRCRAFT TAKING OFF AND LANDING ON THE NORTH/SOUTH RUNWAY. AFTER LANDING ON THE SOUTH END OF THE N/S RUNWAY, THE PILOT TAXIED TO HIS RIGHT AROUND A GROUP OF HANGARS AND ONTO THE EAST END OF THE E/W RUNWAY. NEITHER THE PILOT NOR HIS PASSENGERS SAW THE VEHICLE.

Brief of Accident (Continued)

File No. - 238

3/13/82

OZARK,MO

A/C Reg. No. N6475V

Time (Lcl) - 1440 CST

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Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. OBJECT - VEHICLE
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. UNSAFE/HAZARDOUS CONDITION - PERFORMED - DRIVER OF 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 306      4/14/82      WENTZVILLE,MO      A/C Reg. No. N2969X      Time (Lc1) - 1130 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL - DUAL	Fire	Crew	Fatal	0	0	0
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-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	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	ALTON,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WENTZVILLE,MO	WENTZVILLE
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 50
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - CONTACT	Runway Status - DRY
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)
ATP,CFI	Current - YES	Total - 7111
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 103
	Aircraft Type - DC-9	Instrument- 480
		Multi-Eng - 6610
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LANDING ON A DUAL INSTRUCTIONAL FLIGHT, THE AIRCRAFT BOUNCED TO A NOSE HIGH ATTITUDE. THE INSTRUCTOR INITIATED A RECOVERY. HOWEVER, HE STATED THAT HE WAS TOO LATE TO EFFECT A NORMAL RECOVERY. DURING THE RECOVERY, THE AIRCRAFT DRIFTED OFF OF THE RUNWAY, AND THE HORIZONTAL STABILIZER STRUCK RUNWAY LIGHTS.

Brief of Accident (Continued)

File No. - 306

4/14/82

WENTZVILLE, MO

A/C Reg. No. N2969X

Time (Lcl) - 1130 CST

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

Finding(s)

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

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

Finding(s)

3. OBJECT - RUNWAY LIGHT
  4. RECOVERY FROM BOUNCED LANDING - 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 356      5/08/82      WALDEN, MO      A/C Reg. No. N32RA      Time (Lc1) - 0930 CDT

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

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

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

Make/Model	- TAYLOR MONOPLANE	Eng Make/Model	- CONTINENTAL A-65	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 65 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	NOAHS ARK
Wind Dir/Speed	- 190/016 KTS	ATC/Airspace	Runway Ident - 15
Visibility	- 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2950/ 30
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 - 48	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 9375	Last 24 Hrs - 0
SE LAND, ME LAND	Months Since - 8	Make/Model - 0	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 800	Last 90 Days - 121
		Multi-Eng - 7275	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS WAS THE AIRCRAFT'S FIRST FLIGHT AS WELL AS THE PILOT'S FIRST FLIGHT IN THIS MAKE AND MODEL. IT WAS A HOME BUILT PLANE THAT THE PILOT HAD RECENTLY COMPLETED. THE PILOT TOOKOFF ON RUNWAY 15 WITH WIND FROM 190 DEGREES AT 16 GUSTING 24 KNOTS. DURING THE TAKEOFF ROLL, THE PILOT RAISED THE TAIL WHEEL AT ABOUT 35 TO 40 MPH. HE INTENDED TO HOLD THE PLANE ON THE GROUND UNTIL ABOUT 50 MPH, WHILE FEELING THE CONTROLS, AND THEN ALLOW IT TO LIFT OFF. HOWEVER, HE STATED THAT THE PLANE BECAME PREMATURELY AIRBORNE AT A SPEED OF JUST PAST 40 MPH. THE PILOT ATTRIBUTED THIS TO A GUST OF WIND. HE REPORTED THAT THE PLANE DRIFTED TO THE LEFT AND THE CONTROLS HAD LITTLE EFFECT DUE TO THE SLOW SPEED. HE LOWERED THE NOSE TO OBTAIN AIRSPEED AND GAIN CONTROL. HOWEVER, THE PLANE CRASHED ON THE LEFT SIDE OF THE RUNWAY WHEN THE LEFT GEAR AND WINGTIP STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 356

5/08/82

WALDEN,MO

A/C Reg. No. N32RA

Time (Lc1) - 0930 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

5. VLOF - NOT OBTAINED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 374      1/12/82      ABERDEEN, MS      A/C Reg. No. N7706      Time (Lcl) - 1600 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

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

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

Make/Model - CESSNA 414  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6500  
No. of Seats - 8

Eng Make/Model - CONTINENTAL TS10-520J  
Number Engines - 2  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 310 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 - UNK/NR  
Wind Dir/Speed- UNK/NR  
Visibility - UNK/NR  
Cloud Conditions(1st) - 1200 FT OVERCAST  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- BLOWING SNOW  
Precipitation - SNOW SHOWER  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
OKLAHOMA CITY, OK  
Destination  
MIAMI, 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, ME LAND

Age - 51  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - UNK/NR

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

Total	- 1640	Last 24 Hrs -	5
Make/Model-	46	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	30
Multi-Eng -	46	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT CRASHED ABOUT 3 HRS AFTER TAKING OFF WITH 4 1/2 HOURS OF FUEL ON BOARD. HE CRASHED WHILE ATTEMPTING AN OFF-AIRPORT LANDING IN A LARGE FIELD. THE FIELD WAS LOCATED LESS THAN HALF WAY TO HIS DESTINATION. THE SHERIFF REPORTED MINIMUM VISIBILITY WITH SNOW AND FREEZING RAIN. THE OCCUPANTS RECEIVED ONLY MINOR INJURIES, BUT THE PLANE WAS DESTROYED BY IMPACT AND GROUND FIRE. AN EXAMINATION OF THE WRECKAGE REVEALED NO EVIDENCE OF A PRE-IMPACT MALFUNCTION/FAILURE OF THE ENGINE OR INFLIGHT FIRE. THE PILOT PROVIDED THE FOLLOWING ACCOUNT: HE WAS CRUISING ABOVE AN OVERCAST AT 17,500 FT WHEN THE LEFT ENGINE BEGAN CUTTING OUT AND FORCED HIM TO DESCEND THROUGH THE CLOUDS; HE DESCENDED TO VFR CONDITIONS AT 1200 FT AGL OVER SNOW COVERED TERRAIN AND DETERMINED HIS LOCATION BY VIEWING A WATER TOWER; HE THE ELECTED TO LAND IN A FIELD WHEN HE SAW SMOKE AND FIRE COMING FROM THE ENGINE COWLING; WHILE LANDING, THE LEFT WING DROPPED AND TOUCHED DOWN FIRST.



Brief of Accident (Continued)

File No. - 374

1/12/82

ABERDEEN, MS

A/C Reg. No. N7706

Time (Lcl) - 1600 CST

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

Finding(s)

1. UNDETERMINED

Occurrence #2      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - ICING CONDITIONS
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 350      1/20/82      MCCOMB, MS      A/C Reg. No. N6242Y      Time (Lcl) - 0435 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  
DESTROYED

Fire  
NONE

	Fatal	Injuries		
		Serious	Minor	None
Crew	1	0	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 IO-540-E4B5  
Number Engines      - 2  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 250 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - RADIO  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed- 160/007 KTS  
Visibility      - .500 SM  
Cloud Conditions(1st) - OBSCURED  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - NIGHT (DARK)

Itinerary

Last Departure Point  
JACKSON, MS  
Destination  
MCCOMB, MS

Airport Proximity  
ON AIRPORT

Airport Data

MCCOMB-PIKE COUNTY  
Runway Ident      - 15  
Runway Lth/Wid      - 5000 -UNK/NR  
Runway Surface      - CONCRETE  
Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Approach Flown - ILS - LOCALIZER ONLY

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

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
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      - 1920      Last 24 Hrs - 3  
Make/Model- 115      Last 30 Days- UNK/NR  
Instrument- 165      Last 90 Days- 151  
Multi-Eng - 662

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKING OFF FROM JACKSON, MS, THE PILOT RECEIVED A WEATHER BRIEFING BY RADIO AND FILED AN IFR FLIGHT PLAN TO MCCOMB, MS. DURING ARRIVAL AT MCCOMB, THE WEATHER WAS IFR WITH AN INDEFINITELY OBSCURED CEILING AT ZERO FT, VISIBILITY 1/2 MILE IN FOG, WIND 160 DEGREES AT 7 KNOTS. DURING AN ILS LOCALIZER APPROACH, THE AIRCRAFT MADE CONTACT WITH TREES ABOUT 2900 FT FROM THE APPROACH END OF THE RUNWAY. THE TREES WERE ABOUT 50 TO 60 FT TALL AND THE GROUND LEVEL WAS APPROXIMATELY 400 FT MSL. THE MINIMUM DESCENT ALTITUDE (MDA) FOR THE APPROACH WAS 800 FT MSL. THE INITIAL IMPACT POINT WAS ALONG THE CENTERLINE OF THE APPROACH TO RUNWAY 15. AFTER THE INITIAL IMPACT, THE AIRCRAFT FLEW ABOUT 630 FT AND THEN CRASHED IN A WOODED AREA ABOUT 400 FT LEFT OF THE CENTERLINE OF THE APPROACH. AN INVESTIGATION REVEALED NO INDICATION OF A MALFUNCTION OR FAILURE OF THE ENGINES.

Brief of Accident (Continued)

File No. - 350

1/20/82

MCCOMB,MS

A/C Reg. No. N6242Y

Time (Lcl) - 0435 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - LOW CEILING
4. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 289

1/21/82

NEW ALBANY,MS

A/C Reg. No. N6142L

Time (Lc1) - 1130 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
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 - GRUMMAN AA-1

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1465

No. of Seats - 2

Eng Make/Model - LYCOMING O-235

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 - IMC

Wind Dir/Speed- CALM

Visibility - .500 SM

Cloud Conditions(1st) - 100 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NEW ALBANY

Runway Ident - 35

Runway Lth/Wid - 3900/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 40

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 89

Make/Model- 38

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 52

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPORT MANAGER STATED THAT HE HEARD THE AIRCRAFT TAKEOFF, TURN RIGHT, THEN TURN BACK LEFT. A FEW SECONDS LATER HE HEARD THE ENGINE REV UP AND SHORTLY AFTER IT HIT THE TREES. HE FURTHER STATED THAT THERE WAS FOG IN THE AREA AND THE CEILING WAS NO MORE THAN 100 FEET AND VISIBILITY NO MORE THAN 1/2 MILE.

Brief of Accident (Continued)

File No. - 289

1/21/82

NEW ALBANY,MS

A/C Reg. No. N6142L

Time (Lc1) - 1130 CST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. WEATHER CONDITION - FOG
  3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
- 

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

Finding(s)

5. IFR PROCEDURE - NOT POSSIBLE - PILOT IN COMMAND
  6. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
  7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
- 

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

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) 3,4,5,6,7

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. - 366      5/01/82      COLUMBUS, MS      A/C Reg. No. N9557G      Time (Lcl) - 1430 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0	1
Accident Occurred During	-TAKEOFF		Other	0	0	0	0

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

Make/Model	- CESSNA A188	Eng Make/Model	- CONTINENTAL IO-520D	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR	
Max Gross Wt	- 4000	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	ON AIRSTRIP	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 180/002 KTS	PRIVATE FARM FIELD	
Visibility	- 7.0 SM	Runway Ident	- 18
Cloud Conditions(1st)	- NONE	Runway Lth/Wid	- 3000 -UNK/NR
Cloud Conditions(2nd)	- NONE	Runway Surface	- GRASS/TURF
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2644	Last 24 Hrs - 10
SE LAND	Months Since - 11	Make/Model- 780	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 1	Last 90 Days- 280

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD LANDED IN A FARMER'S FIELD TO RELOAD HIS SPRAYER TANK. BEFORE TAKEOFF, HE NOTICED SOME COWS HAD STRAYED ONTO THE STRIP. HE DIRECTED HIS LOADCREW ASSISTANT TO TAKE HIS TRUCK AND CLEAR THE COWS FROM THE STRIP. AFTER THE COWS WERE CLEARED, THE ASSISTANT PARKED THE TRUCK ABOUT 400 TO 600 FT FROM THE END OF THE STRIP. IT WAS FACING PERPENDICULAR TO THE DIRECTION OF TAKEOFF. AS THE PILOT STARTED HIS TAKEOFF, A COW RAN ACROSS THE STRIP FROM BEHIND THE TRUCK. FROM THAT POINT, THE PILOT WAS UNABLE TO AVOID HITTING THE COW. THE RIGHT MAIN GEAR STRUCK THE COW AND THE PLANE VEERED TO THE RIGHT AND STRUCK THE FENCE.

Brief of Accident (Continued)

File No. - 366

5/01/82

COLUMBUS,MS

A/C Reg. No. N9557G

Time (Lc1) - 1430 EDT

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

Finding(s)

1. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
2. INSTRUCTIONS, WRITTEN/VERBAL - NOT ATTAINED - GROUND PERSONNEL
3. OBJECT - ANIMAL(S)
4. OBJECT - FENCE

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 361      1/11/82      NEAR BOZEMAN, MT      A/C Reg. No. N7273J      Time (Lcl) - 0730 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire  
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	1	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-320-23D  
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- 045/010 KTS  
Visibility      - 2.0 SM

Cloud Conditions(1st) - 9000 FT SCATTERED  
Cloud Conditions(2nd) - 10000 FT OVERCAST  
Obstructions to Vision- BLOWING SNOW  
Precipitation      - SNOW SHOWER  
Condition of Light      - DAWN

Itinerary

Last Departure Point  
GREAT FALLS, MT  
Destination  
BOZEMAN, MT

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 - 22

Biennial Flight Review

Current      - YES  
Months Since      - 4  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 85	Last 24 Hrs	- 1
Make/Model-	49	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	24

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON AN EARLY MORNING FLIGHT OVER MOUNTAINOUS TERRAIN AT 8500 FEET. WHILE INBOUND TO HIS DESTINATION, HE ENCOUNTERED AN AREA OF RESTRICTED VISIBILITY WITH SNOW. AS HE STARTED A RIGHT TURN TO CORRECT TO HIS DESIRED COURSE, HIS PASSENGER ALERTED HIM OF A HILL AHEAD. AT ABOUT THE SAME TIME, HE EXPERIENCED A RAPID DESCENT. HE APPLIED FULL POWER AND TRIED TO CLIMB, BUT WAS UNABLE. WHILE LOSING AIRSPEED, THE AIRCRAFT PITCHED NOSE DOWN IN WHAT THE PILOT DESCRIBED AS A STALL. THE PLANE STRUCK A TREE BEFORE IMPACTING IN 4 TO 5 FT OF SNOW ON A MOUNTAIN SLOPE. BOTH OCCUPANTS SURVIVED THE IMPACT. THE ELT WAS REMOVED AND SWITCHED FROM "ARM" TO "ON." IT WAS CARRIED DURING THEIR TREK DOWN THE MOUNTAIN SIDE. THE SIGNAL EVENTUALLY LED SEARCH AIRCRAFT TO THEIR LOCATION.



Brief of Accident (Continued)

File No. - 361

1/11/82

NEAR BOZEMAN, MT

A/C Reg. No. N7273J

Time (Lc1) - 0730 MST

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

Finding(s)

1. LIGHT CONDITION - DAWN
2. WEATHER CONDITION - SNOW

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

Finding(s)

3. WEATHER CONDITION - DOWNDRAFT
4. WEATHER CONDITION - HIGH WIND
5. TERRAIN CONDITION - HIGH TERRAIN
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. OBJECT - TREE(S)
11. TERRAIN CONDITION - SNOW COVERED

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 331 2/13/82 PLENTYWOOD,MT

A/C Reg. No. N4380Z

Time (Lc1) - 1730 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

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 - PIPER PA-18  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1625  
No. of Seats - 2

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

ELT Installed/Activated - 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 - 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 - NIGHT (BRIGHT)

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 - 60

Biennial Flight Review

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

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

ON 2/16/82, THE COUNTY SHERIFF RECEIVED INFORMATION THAT THE PILOT HAD WRECKED HIS AIRCRAFT ON 2/13/82. HE WENT TO THE SCENE AND OBSERVED THE AIRCRAFT IN AN INVERTED POSITION ON SNOW COVERED TERRAIN. ON 2/20/82, HE RECEIVED INFORMATION THAT THE PILOT HAD ANOTHER ACCIDENT. THE SHERIFF WENT OUT AGAIN AND FOUND THE AIRCRAFT ON ITS TOP ABOUT 2 OR 3 MILES SOUTHWEST OF THE LOCATION OF THE FIRST MISHAP. HE ALSO NOTED THAT THE PILOT'S TRACTORS AND ONE PICK-UP TRUCK WERE LOCATED WHERE A RUNWAY HAD BEEN PLOWED AT THE LOCATION OF THE FIRST MISHAP. A DOCTOR THAT EXAMINED THE PILOT AFTER THE CRASH STATED THAT THE PILOT SAID HE HAD BEEN HUNTING COYOTES. THE PILOT WAS UNCOOPERATIVE IN PROVIDING INFORMATION CONCERNING THE ACCIDENT. ACCORDING TO FAA RECORDS, THE PILOT HAD NO VALID PILOT LICENSE OR MEDICAL CERTIFICATE. HIS PREVIOUS LICENSE HAD BEEN REVOKED.

Brief of Accident (Continued)

File No. - 331

2/13/82

PLENTYWOOD,MT

A/C Reg. No. N4380Z

Time (Lc1) - 1730 MST

-----  
Occurrence            NOSE OVER  
Phase of Operation    UNKNOWN

Finding(s)

1. UNDETERMINED
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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 274      3/29/82      ST. IGNATIUS, MT      A/C Reg. No. N2478Q      Time (Lcl) - 1225 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	2
Other	0	0	0	0

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

Make/Model - CESSNA 182K  
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 - PARTIAL, LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed - 310/010 KTS  
Visibility - 40.0 SM  
Cloud Conditions(1st) - 4500 FT BROKEN  
Cloud Conditions(2nd) - 9000 FT BROKEN  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
KALISPELL, MT

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

ST. IGNATIUS MUNICIPAL  
Runway Ident - 26  
Runway Lth/Wid - 2500/ 60  
Runway Surface - GRAVEL  
Runway Status - WET

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

Pilot-In-Command

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

Age - 43  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

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

Total	147	Last 24 Hrs	UNK/NR
Make/Model	99	Last 30 Days	UNK/NR
Instrument	2	Last 90 Days	11

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE AND HIS PASSENGERS ATTEMPTED TO REMOVE AS MUCH SNOW AS POSSIBLE FROM THE AIRCRAFT AND THAT HE WAS CONFIDENT THAT THE PROPELLER BLAST WOULD BLOW AWAY WHATEVER SNOW REMAINED. ALTHOUGH THE WIND AT SURROUNDING STATIONS WAS GENERALLY REPORTED OUT OF THE NORTHWEST THE PILOT REPORTED THE WIND OUT OF THE EAST ON TAKEOFF. THE PILOT ELECTED TO TAKEOFF WITH 10 DEGREES OF FLAPS, THE MANUAL STATES TO USE 20 DEGREES TO REDUCE GROUND RUN ON SOFT FIELD TAKEOFFS. DURING TAKEOFF THE AIRCRAFT WAS HELD ON THE RUNWAY UNTIL 70 MPH IAS BEFORE ROTATION WAS ATTEMPTED. THIS IS 10 MPH OVER NORMAL ROTATION SPEED AND WAS USED TO COMPENSATE FOR THE STATED TAILWIND. THE AIRCRAFT LIFTED BRIEFLY OFF THE GROUND THEN SETTLED BACK ON THE RUNWAY. POWER WAS PULLED AND THE AIRCRAFT SLID OFF THE END OF THE RUNWAY AND NOSED DOWN INTO THE BANK OF A SMALL CREEK.

Brief of Accident (Continued)

File No. - 274

3/29/82

ST. IGNATIUS, MT

A/C Reg. No. N2478Q

Time (Lcl) - 1225 MST

Occurrence #1            OVERRUN  
Phase of Operation      TAKEOFF

Finding(s)

1. WING - ICE
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 337      3/05/82      MARION, NC      A/C Reg. No. N2835H      Time (Lcl) - 1230 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 - SCHWEIZER SGS-1-35	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 - 930	Engine Type - N/A	Weather Radar - NO
No. of Seats - 1	Rated Power - N/A	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230 -UNK/NR</p> <p>Visibility - 10.0 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 - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">SHIFTLET</p> <p>Runway Ident - 28</p> <p>Runway Lth/Wid - 3340/ 180</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----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 style="padding-left: 20px;">GLIDER</p> <p style="padding-left: 40px;">Instrument Rating(s) - AIRPLANE</p>	<p>Age - 56</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 11</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1877</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 543</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 143</td> <td>Last 90 Days- 17</td> </tr> <tr> <td>Multi-Eng - 15</td> <td></td> </tr> </table>	Total - 1877	Last 24 Hrs - 2	Make/Model- 543	Last 30 Days- UNK/NR	Instrument- 143	Last 90 Days- 17	Multi-Eng - 15	
Total - 1877	Last 24 Hrs - 2									
Make/Model- 543	Last 30 Days- UNK/NR									
Instrument- 143	Last 90 Days- 17									
Multi-Eng - 15										

-----Narrative-----

WHILE TURNING FROM DOWNWIND THROUGH BASE TO FINAL APPROACH FOR LANDING, THE PILOT NOTED A STRONG TAILWIND. HE REPORTED THAT THE TAILWIND BLEW THE GLIDER ACROSS THE RUNWAY AND OVER THE BOUNDARY FENCE. HE ANGLED BACK TO CLEAR THE FENCE AND LAND ON THE RUNWAY WHEN HE ENCOUNTERED WIND SHEAR AND LOST ABOUT 20 KNOTS OF AIRSPEED. AT THE SAME TIME, HE ENCOUNTERED TURBULENCE WHICH HE BELIEVED TO BE CAUSED BY TREES ON THE WINDWARD SIDE OF THE RUNWAY. AT ABOUT 10 FT AGL, THE LEFT WING DROPPED AND STRUCK THE RUNWAY. WHEN THE LEFT WING STRUCK THE RUNWAY, THE GLIDER WAS TURNED ABRUPTLY TO THE LEFT AND WAS SUBSTANTIALLY DAMAGED. THE WIND WAS VARIABLE AND RANGED FROM CALM TO GUSTY.

Brief of Accident (Continued)

File No. - 337

3/05/82

MARION, NC

A/C Reg. No. N2835H

Time (Lc1) - 1230 EST

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Occurrence            HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. WEATHER CONDITION - TURBULENCE, CLEAR AIR
  3. WEATHER CONDITION - WINDSHEAR
  4.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 336

4/07/82

WINSTON-SALEM, NC

A/C Reg. No. N7377

Time (Lcl) - 2305 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Injuries			None
		Serious	Minor		
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 -LANDING

Fire  
ON GROUND

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

Make/Model - BEECH 65-A90

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 9050

No. of Seats - 8

Eng Make/Model - P & W PT6A-20

Number Engines - 2

Engine Type - TURBOPROP

Rated Power - 500 HP

ELT Installed/Activated - YES/YES

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-

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

LYNCHBURG, VA

Destination

WINSTON, NC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity

ON AIRPORT

Airport Data

SMITH REYNOLDS

Runway Ident - 21

Runway Lth/Wid - 3938/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 57

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - BE-65

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 25968 Last 24 Hrs - 7

Make/Model- 2365 Last 30 Days- UNK/NR

Instrument- UNK/NR Last 90 Days- 17

Multi-Eng - 24308

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE LANDING, THE PILOT WAS ADVISED BY APPROACH CONTROL THAT BOEING 737 TRAINING WAS BEING CONDUCTED ON RUNWAY 33. THE PILOT AGREED TO LAND ON RUNWAY 21 AND HOLD SHORT OF RUNWAY 33. THE AIRCREWS CONDUCTING 737 TRAINING WERE SO ADVISED. THE AIRCRAFT WAS ON FINAL APPROACH SHORTLY AFTER THE TOWER CLOSED AT 2300 EST. THE PILOT DID NOT SEE THE RUNWAY LIGHTS, BUT AT FIRST, HE THOUGHT THEY WERE SET ON LOW INTENSITY AND COULD NOT BE SEEN WITH HANGAR AND RAMP LIGHTS IN THE BACKGROUND. AT 150 TO 200 FT AGL, HE SAW THE RUNWAY WHEN IT WAS ILLUMINATED BY HIS LANDING LIGHTS AND REALIZED THE RUNWAY LIGHTS WERE NOT ON. QUICKLY, HE DECIDED TO LAND RATHER THAN GO-AROUND AND CONFLICT WITH THE TRAFFIC USING RUNWAY 33. SHORTLY AFTER REACHING FOR THE THROTTLES TO REDUCE POWER TO IDLE AND LAND, THE PLANE STALLED FROM 20 TO 50 FT AGL AND LANDED HARD. AN INVESTIGATION REVEALED THAT THE PILOT HAD INADVERTENTLY MOVED THE PROPELLER CONTROLS TO THE REVERSE PITCH POSITION. THE PILOT HAD BEEN ON DUTY SINCE HIS FIRST TAKEOFF AT 0600.



Brief of Accident (Continued)

File No. - 336

4/07/82

WINSTON-SALEM, NC

A/C Reg. No. N7377

Time (Lcl) - 2305 EST

Occurrence            HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. CONTROL TOWER SERVICE - NOT POSSIBLE - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
4. UNSAFE/HAZARDOUS CONDITION - INADVERTENT - PILOT IN COMMAND
5. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND
7. IMPROPER DECISION, FATIGUE - PILOT IN COMMAND
8. PROPELLER - 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) 8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 277      4/17/82      JACKSONVILLE, NC      A/C Reg. No. N6687G      Time (Lcl) - 0915 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	-TAKEOFF		Other	0	0	0	0

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

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	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 - MILITARY</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL, LMTD BY FCSTR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/005 KTS</p> <p>Visibility - 7.0 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>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 - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>SKY MANOR</p> <p>Runway Ident - 26</p> <p>Runway Lth/Wid - 3500 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, CFI</p> <p>SE LAND, ME LAND</p> <p>HELICOPTER</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2813</p> <p>Make/Model- 167</p> <p>Instrument- 300</p> <p>Multi-Eng - 33</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 20</p> <p>Rotorcraft - 2270</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ROTATION THE AIRSPEED WOULD NOT ACCELERATE PAST 60 MPH DURING CLIMBOUT. THE INSTRUCTOR TOOK OVER AND AFTER REALIZING THAT THE AIRCRAFT WOULD NOT CLIMB ABOVE 10 FEET ATTEMPTED TO LAND ON THE REMAINING 1/3 OF THE RUNWAY. THE AIRCRAFT FLOATED AND ENDED UP IN TREES OFF THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 277

4/17/82

JACKSONVILLE, NC

A/C Reg. No. N6687G

Time (Lcl) - 0915 EST

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Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF

Finding(s)

1. OBJECT - TREE(S)
  2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND(CFI)
- 

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

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

Brief of Accident

File No. - 295      4/02/82      HEBRON,NE      A/C Reg. No. N8216Z      Time (Lc1) - 1745 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	1	0
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 205	Eng Make/Model - CONTINENTAL IO-470-S	ELT Installed/Activated - YES/NO
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 - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	S. SIOUX CITY,NE	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	HEBRON,NE	HEBRON MUNI
Wind Dir/Speed- 310/024 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wld - 3500 -UNK/NR
Cloud Conditions(1st) - 8000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - CONCRETE
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 - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1370
SE LAND	Months Since - 23	Last 24 Hrs - 0
	Aircraft Type - C-205	Make/Model- 1370
		Last 30 Days- 0
		Instrument- 0
		Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING ON RUNWAY 30 THE PILOT STATED THAT HE INITIATED A TURN TO TAXI TO HIS PARKING SPACE WHEN A GUST OF WIND LIFTED THE TAIL OF THE AIRCRAFT INTO THE AIR AND IT NOSED OVER. WINDS WERE GUSTING TO 35 KNOTS.

Brief of Accident (Continued)

File No. - 295

4/02/82

HEBRON, NE

A/C Reg. No. N8216Z

Time (Lcl) - 1745 CST

Occurrence NOSE OVER  
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - UNFAVORABLE 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. - 283      4/05/82      GURLEY, NE      A/C Reg. No. N1686R      Time (Lcl) - 0840 CST

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

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

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

Make/Model - CESSNA 182RG	Eng Make/Model - LYCOMING O-540-J3C5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 235 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - 50.0 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;">FT. MORGAN, CO</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 AIRSTRIP</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</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 14</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 - 537</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 235</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 10</td> <td>Last 90 Days- 0</td> </tr> </table>	Total - 537	Last 24 Hrs - 0	Make/Model- 235	Last 30 Days- UNK/NR	Instrument- 10	Last 90 Days- 0
Total - 537	Last 24 Hrs - 0							
Make/Model- 235	Last 30 Days- UNK/NR							
Instrument- 10	Last 90 Days- 0							

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF FROM A WHEATFIELD THE LEFT GEAR HIT A RUT AND THE PILOT LOST CONTROL. THE TAKEOFF WAS ABORTED AND THE AIRCRAFT TRAVELED ACROSS A ROAD AND THROUGH A FENCE.

Brief of Accident (Continued)

File No. - 283

4/05/82

GURLEY,NE

A/C Reg. No. N1686R

Time (Lc1) - 0840 CST

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. UNSUITABLE TERRAIN - SELECTED - 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 OBJECT  
Phase of Operation TAKEOFF

Finding(s)

5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
6. OBJECT - FENCE

-----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. - 308

4/07/82

LINCOLN,NE

A/C Reg. No. N82GB

Time (Lcl) - 1707 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Fatal

Injuries

Serious Minor

None

Type of Operation -FERRY

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 340A

Eng Make/Model - CONTINENTAL TS10-520

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - UNK/NR

Max Gross Wt - 5990

Engine Type - RECIP - FUEL INJECTED

Weather Radar - UNK/NR

No. of Seats - 6

Rated Power - 300 HP

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

Weather Data

Wx Briefing - FSS

Method - IN PERSON

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 090/018 KTS

Visibility - 2.0 SM

Cloud Conditions(1st) - 900 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- FOG

Precipitation - DRIZZLE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

HASTINGS,NE

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - TOWER

Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity

ON AIRPORT

Airport Data

LINCOLN MUNICIPAL

Runway Ident - 14

Runway Lth/Wid - 8621/ 150

Runway Surface - ASPHALT

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 21

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 818

Last 24 Hrs - 1

Make/Model- 57

Last 30 Days- UNK/NR

Instrument- 76

Last 90 Days- 40

Multi-Eng - 430

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOKOFF FROM RUNWAY 17L AT 1705 CST. AFTER TAKEOFF, HE ENCOUNTERED A VIBRATION. HE DECIDED TO LAND AND WAS CLEARED FOR RUNWAY 14. REPORTEDLY, THE VIBRATION INCREASED AT 130 KNOTS. THE PILOT REDUCED THE POWER TO DECREASE HIS SPEED AND REMAIN UNDER THE OVERCAST. HE BEGAN TO LOSE ALTITUDE AND APPLIED FULL POWER. AN INCREASE IN THE VIBRATION WAS NOTED, AND THE AIRSPEED DECREASED TO 110 KNOTS. AT THAT AIRSPEED, THE PILOT WAS UNABLE TO CLIMB OR MAKE A NORMAL LANDING ON THE RUNWAY. HE EXTENDED THE GEAR JUST PRIOR TO LANDING IN GRASS ON THE AIRPORT. BEFORE STOPPING, THE AIRCRAFT STRUCK A SNOW FENCE AND WAS SUBSTANTIALLY DAMAGED. THE PILOT STATED THAT HE HAD REMOVED ALL FROZEN PRECIPITATION FROM HIS AIRCRAFT BEFORE DEPARTING. HOWEVER, A WITNESS OBSERVED FROZEN PRECIPITATION ON THE AIRCRAFT JUST PRIOR TO DEPARTURE AND AGAIN AFTER THE ACCIDENT. NO MECHANICAL PROBLEMS WERE REPORTED.



Brief of Accident (Continued)

File No. - 308

4/07/82

LINCOLN, NE

A/C Reg. No. N82GB

Time (Lcl) - 1707 CST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - ICING CONDITIONS
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. OBJECT - FENCE

-----  
----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. - 359      4/24/82      POTTER,NE      A/C Reg. No. N1556Q      Time (Lc1) - 1100 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries

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

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 150  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 320/006 KTS  
Visibility - 5.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
NORTH PLATTE,NE  
Destination  
POTTER,NE

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - NONE  
Type Approach Flow - VISUAL FULL CIRCUIT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 44

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	31	Last 24 Hrs	2
Make/Model-	31	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	25

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HIS FIRST FLIGHT TO THE "BAR J LAZY V" RANCH. HE SAW A GROUP OF BUILDINGS WHICH HE BELIEVED TO BE ON THE RANCH. NEARBY WAS A FIELD THAT APPEARED TO HAVE BEEN BLADED TO REMOVE GRASS CLUMPS. HE PROCEEDED TO MAKE A FULL FLAP LANDING ON THE STRIP. AS HE WAS FLARING TO LAND, HE REALIZED THAT HE WAS OVER A STRIP OF PLOWED GROUND. THE PLANE TOUCHED DOWN ON THE MAIN GEAR AND ROLLED UNTIL THE NOSE WHEEL TOUCHED AND DUG IN. THE PLANE NOSED OVER AS IT HAD ALMOST COME TO A STOP.

Brief of Accident (Continued)

File No. - 359

4/24/82

POTTER,NE

A/C Reg. No. N1556Q

Time (Lcl) - 1100 MST

---

Occurrence NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 226      1/01/82      EAST HANOVER,NJ      A/C Reg. No. N7967Q      Time (Lcl) - 1430 EST

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

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

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

Make/Model - CESSNA 401B	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 6300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 8	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	WILMINGTON,NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CALDWELL,NJ	HANOVER
Wind Dir/Speed- 040 -UNK/NR	ATC/Airspace	Runway Ident - 09
Visibility - 4.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2000/ 40
Cloud Conditions(1st) - UNK/NR	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - ILS - COMPLETE	Runway Status - WET
Obstructions to Vision- HAZE		
Precipitation - RAIN		
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)
ATP	Current - YES	Total - 5800
SE LAND,ME LAND,SE SEA	Months Since - 9	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 2000
		Last 30 Days- UNK/NR
		Instrument- 680
		Last 90 Days- 25
		Multi-Eng - 5200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLIGHT, THE PILOT DIVERTED TO EAST HANOVER TO AVOID WEATHER. WHILE LANDING ON A WET RUNWAY IN LIGHT WIND CONDITIONS, HE WAS UNABLE TO STOP BEFORE REACHING THE END. THE PLANE CONTINUED OFF THE RUNWAY AND STRUCK A DIRT BANK.

Brief of Accident (Continued)

File No. - 226

1/01/82

EAST HANOVER,NJ

A/C Reg. No. N7967Q

Time (Lcl) - 1430 EST

-----  
Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. WEATHER CONDITION - FOG
  3. WEATHER CONDITION - RAIN
  4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
  5.    UNSUITABLE TERRAIN - SELECTED - 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
- 

----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. - 360      1/23/82      HOBBS,NM      A/C Reg. No. N8584      Time (Lcl) - 0900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		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 - GRUMMAN G-164A	Eng Make/Model - P & W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3700	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- 045/005 KTS</p> <p>Visibility - 5.0 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 SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND,ME LAND</p> <p>HELICOPTER</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p>Current - YES</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> <table border="0" style="width: 100%;"> <tr> <td>Total - 7791</td> <td>Last 24 Hrs - 10</td> </tr> <tr> <td>Make/Model- 1400</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 77</td> <td>Last 90 Days- 230</td> </tr> <tr> <td>Multi-Eng - 160</td> <td>Rotorcraft - 50</td> </tr> </table>	Total - 7791	Last 24 Hrs - 10	Make/Model- 1400	Last 30 Days- UNK/NR	Instrument- 77	Last 90 Days- 230	Multi-Eng - 160	Rotorcraft - 50
Total - 7791	Last 24 Hrs - 10									
Make/Model- 1400	Last 30 Days- UNK/NR									
Instrument- 77	Last 90 Days- 230									
Multi-Eng - 160	Rotorcraft - 50									

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT ENGINE FAILED SECONDS AFTER TAKEOFF ON THE FIRST FLIGHT OF THE DAY. THE PILOT HAD INSUFFICIENT ALTITUDE AND SPEED TO DUMP HIS LOAD OF DRY FERTILIZER. THE PLANE STALLED AND TOUCHED DOWN HARD IN A THREE-POINT ATTITUDE AND BOUNCED. THE PLANE THEN WENT OVER ON ITS BACK AND CAME TO REST IN A WHEAT FIELD ABOUT 200 YARDS FROM THE TAKEOFF POINT. THE PILOT REPORTED THAT WATER WAS FOUND IN A SUMP AND IN THE CARBURETOR, AND BELIEVED IT HAD COME FROM THE GROUND SUPPORT EQUIPMENT. HOWEVER, THE SOURCE OF WATER WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 360

1/23/82

HOBBS,NM

A/C Reg. No. N8584

Time (Lc1) - 0900 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LOAD JETTISON - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 357      2/07/82      ARTESIA,NM      A/C Reg. No. N33281      Time (Lcl) - 1630 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAXI

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

Crew

Pass

Other

0

0

0

Injuries

Serious

Minor

None

0

0

0

0

1

1

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-A1B6D  
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      - RADIO  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 100/016 KTS  
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  
SAME AS ACC/INC  
Destination  
FARMINGTON,NM

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

ARTESIA MUNICIPAL  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - MACADAM  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 29

Biennial Flight Review

Current      - YES

Months Since      - 11

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 2970

Make/Model- 70

Instrument- 240

Multi-Eng - 250

Last 24 Hrs - 8

Last 30 Days- UNK/NR

Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING, THE AIRCRAFT WAS LIFTED UP ON ITS RIGHT MAIN GEAR BY A GUST OF WIND. WHEN THE AIRCRAFT SETTLED BACK DOWN, THE LEFT MAIN INBOARD CASTERING BOLT SHEARED AND THE LEFT MAIN GEAR COLLAPSED. THE WIND WAS GUSTNG TO 20 KNOTS.



Brief of Accident (Continued)

File No. - 357

2/07/82

ARTESIA,NM

A/C Reg. No. N33281

Time (Lc1) - 1630 MST

-----  
Occurrence           MAIN GEAR COLLAPSED  
Phase of Operation   TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS
2. LANDING GEAR,MAIN GEAR - FAILURE,PARTIAL

-----  
----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. - 217      1/30/82      ELKO, NV      A/C Reg. No. N35289      Time (Lcl) - 1243 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1
Other 0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew 0  
Pass 0  
Other 0

-----Aircraft Information-----

Make/Model - CESSNA 177B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2500  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1F6D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 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- UNK/NR  
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  
LONG BEACH, CA  
Destination  
ELKO, NV

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
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 - 13  
Aircraft Type - UNK/NR

Medical Certificate -

Flight Time (Hours)

Total - 232	Last 24 Hrs - 4
Make/Model- 7	Last 30 Days- UNK/NR
Instrument- 15	Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER OF THE AIRCRAFT STATED THAT HE HAD "TOPPED THE TANKS" AFTER THE PREVIOUS FLIGHT. THE PILOT OF THIS FLIGHT SAID THAT HE DID NOT VISUALLY CHECK THE FUEL BEFORE TAKEOFF. DURING FLIGHT, THE RIGHT FUEL GAUGE CONTINUED TO INDICATE FULL. ABOUT 15 MILES FROM ELKO, THE ENGINE BEGAN LOSING POWER. AT THAT TIME, THE LEFT FUEL GAUGE INDICATED 1/4 FULL AND THE RIGHT GAUGE STILL INDICATED FULL. THE PILOT WAS UNABLE TO RESTART THE ENGINE BY USING EITHER TANK. THE PLANE WAS DAMAGED DURING A FORCED LANDING ON A ROAD. AN INSPECTION REVEALED NO FUEL IN THE FUEL TANKS. WITH THE MASTER SWITCH ON, THE LEFT FUEL GAUGE INDICATED EMPTY AND THE RIGHT GAUGE INDICATED FULL. FUEL STAINS WERE FOUND ON THE TOPS OF BOTH WINGS. A PRESSURE CHECK REVEALED EXTENSIVE LEAKAGE FROM THE LEFT WING. THE LEFT WING FUEL CAP PLIABLE SEAL WAS FOUND TO BE DRIED OUT.

Brief of Accident (Continued)

File No. - 217

1/30/82

ELKO, NV

A/C Reg. No. N35289

Time (Lcl) - 1243 PST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation   CRUISE - NORMAL

Finding(s):

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAUGE - ERRATIC
  2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
  3. FUEL SYSTEM, CAP - DETERIORATED
  4. FLUID, FUEL - SIPHONING
  5. FLUID, FUEL - EXHAUSTION
- 

Occurrence #2        FORCED LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 204      3/06/82      HENDERSON,NV      A/C Reg. No. N90790      Time (Lcl) - 0830 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

NONE

Fire

NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	1	0	1
Pass	0	0	1	1
Other	0	0	0	0

-----Aircraft Information-----

Make/Model      - BARNES AX-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-      VARIABLE/005 KTS  
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 - 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 - 45

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 91	Last 24 Hrs - UNK/NR
Make/Model-	UNK/NR	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- UNK/NR

FREE BALLOON

Instrument Rating(s) - NONE

-----Narrative-----

WHILE INFLATING THE BALLOON, THE PILOT HAD SOME TROUBLE KEEPING THE PILOT LIGHT LIT. AFTER THE BALLOON WAS INFLATED, IT WAS FLOWN ON A 20 MINUTE FLIGHT WITHOUT INCIDENT. HOWEVER, WHILE LANDING ON THE SECOND FLIGHT, THE BALLOON BOUNCE DURING TOUCHDOWN. AT ABOUT THE SAME TIME THERE WAS ABOUT A 90 DEGREE WINDSHIFT AND THE BALLOON STARTED DRIFTING TOWARD SOME ROCKS. THE PILOT ATTEMPTED TO LIGHT THE BURNER TO CLEAR THE ROCKS, BUT REPORTEDLY HAD A FLAME OUT. THE PILOT WAS KNOCKED OUT OF THE BASKET AND INJURED WHEN IT HIT THE ROCKS. WITH LESS WEIGHT IN THE BASKET, THE BALLOON BEGAN A RAPID CLIMB. ANOTHER BALLOON PILOT WAS ALSO ON BOARD. HE ASSUMED CONTROL AND LANDED THE BALLOON SAFELY.

Brief of Accident (Continued)

File No. - 204

3/06/82

HENDERSON,NV

A/C Reg. No. N90790

Time (Lcl) - 0830 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. BALLOON EQUIPMENT,HEATER SYSTEM - ERRATIC
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 206      3/15/82      CANASTOTA,NY      A/C Reg. No. N9243H      Time (Lcl) - 1800 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	1
						3
						0

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	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	LOCAL	CANASTOTA
Wind Dir/Speed- 270/002 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 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 - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 553
SE LAND	Months Since - 1	Make/Model- 553
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 0
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A LOCAL FLIGHT, THE PILOT MADE A LOW PASS AT A GRASS LANDING STRIP. DURING PULL-UP, THE LEFT WING HIT THE TOPS OF TREES AND WAS DAMAGED. THE PILOT MAINTAINED CONTROL AND CONTINUED ON THE RETURN FLIGHT. HOWEVER, APPROACHING THE RUNWAY, HE WAS UNABLE TO MAINTAIN CONTROL. THE AIRCRAFT TOUCHED DOWN IN A MUDDY AREA BESIDE THE RUNWAY, THE NOSE GEAR FAILED, AND THE PROPELLER HIT THE GROUND.

Brief of Accident (Continued)

File No. - 206

3/15/82

CANASTOTA, NY

A/C Reg. No. N9243H

Time (Lc1) - 1800 EST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
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
- 

----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. - 327      3/18/82      BAYPORT, NY      A/C Reg. No. N40627      Time (Lc1) - 1330 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

NONE

Fire

NONE

Fatal

0

Crew

0

Pass

0

Other

0

Injuries

Serious

0

Minor

0

None

1

0

0

0

0

-----Aircraft Information-----

Make/Model - PIPER J3C-65  
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 - 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- 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

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

BAYPORT

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2048

Make/Model- UNK/NR

Instrument- 292

Multi-Eng - 120

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 97

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT TAXIED INTO THE PARKING AREA AND STOPPED IN A POSITION THAT WAS FACING CESSNA 172, N7909G. THE PILOT OF N40627, WHILE SITTING IN THE AFT SEAT, REACHED FORWARD AND ACCIDENTLY CAUGHT HIS COAT SLEEVE ON THE THROTTLE. THE THROTTLE WAS PUSHED FORWARD. SUBSEQUENTLY, N40627 MOVED FORWARD AND ITS PROPELLER STRUCK THE WING TIP OF THE CESSNA 172. THE WING TIP OF THE CESSNA WAS SUBSTANTIALLY DAMAGED.



Brief of Accident (Continued)

File No. - 327

3/18/82

BAYPORT, NY

A/C Reg. No. N40627

Time (Lcl) - 1330 EST

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. THROTTLE/POWER CONTROL - INADVERTENT USE - PILOT IN COMMAND

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 270      3/20/82      POESTENKILL,NY      A/C Reg. No. N1774K      Time (Lc1) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model	- LUSCOMBE 8E	Eng Make/Model	- CONTINENTAL C-85-12F	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1400	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 AIRPORT	
Method	- N/A	SO. ALBANY,NY		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	RENSSELAER,NY	RENSSELAER COUNTY	
Wind Dir/Speed	- 040/006 KTS		Runway Ident	- 36
Visibility	- 20.0 -SM	ATC/Airspace	Runway Lth/Wid	- 2800/ 60
Cloud Conditions(1st)	- 3500 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Cloud Conditions(2nd)	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Approach Flown		
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,CFI	Current - YES	Total	- 1317
ME LAND	Months Since - 2	Make/Model	- 6
	Aircraft Type - UNK/NR	Instrument	- 55
		Multi-Eng	- 18
		Last 24 Hrs	- 0
		Last 30 Days	- UNK/NR
		Last 90 Days	- 87
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING LANDING FLARE WHILE HOLDING FULL AFT ON THE CONTROL STICK THE RIGHT WING CAME UP AND THE AIRCRAFT DRIFTED LEFT. FULL RIGHT RUDDER AND AILERON WERE APPLIED BUT THE MAIN GEAR STRUCK A SNOWBANK ALONG THE LEFT SIDE OF THE RUNWAY AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 270

3/20/82

POESTENKILL,NY

A/C Reg. No. N1774K

Time (Lcl) - 1330 EST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK
2. FLARE - IMPROPER - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 263      3/25/82      PERRY WARSAW, NY      A/C Reg. No. N4909J      Time (Lcl) - 2010 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 - PIPER PA-28R-180  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2500  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-BIE  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 180 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- UNK/NR  
Visibility - 1.0 SM  
Cloud Conditions(1st) - UNK/NR  
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  
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

Age - 45  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 1049	Last 24 Hrs	- 0
Make/Model-	594	Last 30 Days-	UNK/NR
Instrument-	458	Last 90 Days-	45
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ELECTED TO TAKEOFF AT NIGHT WITH LOW VISIBILITY, RAIN, AND FOG. SOON AFTER TAKEOFF VISUAL GROUND CONTACT WAS LOST DUE TO WHAT THE PILOT STATED AS QUICKLY LOWERING CEILINGS AND VISIBILITY. THE PILOT THEN DECIDED TO MAKE A PRECAUTIONARY LANDING IN A NEARBY WHEAT FIELD.

Brief of Accident (Continued)

File No. - 263

3/25/82

PERRY WARSAW, NY

A/C Reg. No. N4909J

Time (Lc1) - 2010 EST

-----  
Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - RAIN
  3. WEATHER CONDITION - FOG
  4. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
- 

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
  6. PRECAUTIONARY 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) 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. - 201      1/23/82      LONDON, OH      A/C Reg. No. N6940Q      Time (Lcl) - 2341 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH A23A	Eng Make/Model - CONTINENTAL IO-345-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	COLUMBUS, OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SPRINGFIELD, OH	Runway Ident - N/A
Wind Dir/Speed- 260/032 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 3000 FT BROKEN	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - NIGHT (DARK)		

-----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 - 75
SE LAND	Months Since - 14	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 75
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT RECEIVED TWO WEATHER BRIEFINGS FOR A FLIGHT FROM COLUMBUS TO SPRINGFIELD, OHIO. VFR FLIGHT WAS NOT RECOMMENDED. THE PILOT TOOK OFF AFTER THE TOWER CLOSED AT 2300 EST. AT ABOUT 2341 A WITNESS NEAR THE CRASH SITE HEARD THE LOUD SOUND OF AN AIRCRAFT ENGINE, BUT DID NOT HEAR THE CRASH. HE REPORTED THAT THE VISIBILITY WAS LIMITED BY BLOWING SNOW IN STRONG WINDS. THE WRECKAGE WAS FOUND ON 1/28/82 ABOUT 1/2 MILE FROM THE HOME OF THE WITNESS. EXAMINATION OF THE WRECKAGE REVEALED IT HAD CRASHED IN A STEEP DIVE.

Brief of Accident (Continued)

File No. - 201

1/23/82

LONDON, OH

A/C Reg. No. N6940Q

Time (Lcl) - 2341 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - TURBULENCE
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - SNOW

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE

Finding(s)

5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
7. IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 285      2/12/82      ELYRIA, OH      A/C Reg. No. N49952      Time (Lcl) - 1615 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	1	0
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-L-2C	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	CLEVELAND, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ELYRIA, OH	LORAIN COUNTY REGIONAL
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 4.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - TOUCH AND GO	Runway Status - SNOW - CRUSTED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 30
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 30
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT WAS PRACTICING TAKEOFFS & LANDINGS. WHILE TAXIING AFTER THE FIRST LANDING HE DETECTED A NOTICABLY BAD SHIMMY. HE CONTINUED HIS TAKEOFFS & LANDINGS, AND DURING THE LAST LANDING HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL AND COLLIDED WITH A SNOWBANK. LATER INVESTIGATION REVEALED A DEFECTIVE NOSE GEAR SHIMMY DAMPER.



Brief of Accident (Continued)

File No. - 285

2/12/82

ELYRIA, OH

A/C Reg. No. N49952

Time (Lc1) - 1615 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - VIBRATION
2. LANDING GEAR, NOSE GEAR ASSEMBLY - DISABLED
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT POSSIBLE - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 213      2/24/82      BRYAN,OH

A/C Reg. No. N78120

Time (Lcl) - 0730 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0
	Other	0	0	0	0

Type of Operation -FERRY  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 414  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6750  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520  
Number Engines - 2  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 310 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- 040/008 KTS  
Visibility - 0.0  
Cloud Conditions(1st) - 1200 FT OVERCAST  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - SNOW SHOWER  
Condition of Light - DAWN

Itinerary

Last Departure Point  
ANGOLA,IN  
Destination  
BRYAN,OH

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

BRYAN  
Runway Ident - 07  
Runway Lth/Wid - 5002/ 75  
Runway Surface - ASPHALT  
Runway Status - SNOW - COMPACTED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 49

Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - C-414

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 12807	Last 24 Hrs - 1
Make/Model- 163	Last 30 Days- UNK/NR
Instrument- 1385	Last 90 Days- 3
Multi-Eng - 4352	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED LANDING IN ALMOST TOTAL WHITEOUT CONDITIONS. THE LANDING WAS MADE AT THE FIRST LIGHT OF DAY, THERE WAS A LITTLE LIGHT ICE ON THE WINDSHIELD, AND THERE WAS SNOW AND ICE ON THE RUNWAY. THE PILOT WAS UNAWARE THAT ONLY A 50 FT WIDE STRIP WAS PLOWED ON THE RUNWAY. DURING THE LANDING ROLL, THE AIRCRAFT DRIFTED RIGHT AND HIT A SNOWBANK.

Brief of Accident (Continued)

File No. - 213

2/24/82

BRYAN,OH

A/C Reg. No. N7812Q

Time (Lc1) - 0730 EST

---

Occurrence ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DAWN
  2. WEATHER CONDITION - SNOW
  3. WEATHER CONDITION - WHITEOUT
  4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
  6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
  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) 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. - 212

3/04/82

ELYRIA, OH

A/C Reg. No. N9530Q

Time (Lc1) - 0545 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0
Accident Occurred During	-TAKEOFF		Other	0	0	0	0	0

-----Aircraft Information-----

Make/Model	- SMITH AEROSTAR 600	Eng Make/Model	- LYCOMING TIO-540-GIB5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5500	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PRYTOW, OH	LORAIN COUNTY
Wind Dir/Speed - 120/012 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5000/ 100
Cloud Conditions(1st) - 6000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - ICE
Obstructions to Vision - NONE		
Precipitation - RAIN		
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 - 2750
SE LAND, ME LAND	Months Since - 8	Make/Model - 305
	Aircraft Type - PA-60	Instrument - 375
		Multi-Eng - 850
		Last 24 Hrs - 0
		Last 30 Days - 0
		Last 90 Days - 158

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF ON AN ICY RUNWAY, THE PILOT LOST DIRECTIONAL CONTROL AFTER ROLLING A FEW HUNDRED FEET. HE REPORTED THAT THE PLANE WAS SLIDING LEFT AND WAS BELOW VMC, SO HE RETARDED THE THROTTLES. THE PLANE STRUCK A SNOWBANK BESIDE THE RUNWAY AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 212

3/04/82

ELYRIA, OH

A/C Reg. No. N9530Q

Time (Lcl) - 0545 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
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 TAKEOFF

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. - 221

3/13/82

SEBRING, OH

A/C Reg. No. N2039X

Time (Lc1) - 1700 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 182  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2650  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
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 - 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  
DUNKIRK, NY  
Destination  
SEBRING, OH

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

TRI CITY  
Runway Ident - 17  
Runway Lth/Wid - 2900/ 100  
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 - 12  
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1035	Last 24 Hrs	-	4
Make/Model	-	8	Last 30 Days	-	UNK/NR
Instrument	-	179	Last 90 Days	-	18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING, THE PILOT LOST DIRECTIONAL CONTROL AND THE PLANE RAN OFF THE SIDE OF THE RUNWAY AND OVERTURNED.  
HE REPORTED THAT THE WINDS WERE FROM 270 DEGREES AT 25 GUSTING 40 KNOTS.

Brief of Accident (Continued)

File No. - 221

3/13/82

SEBRING, OH

A/C Reg. No. N2039X

Time (Lcl) - 1700 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - UNFAVORABLE WIND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED - 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) 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. - 376      3/30/82      VAN WERT, OH      A/C Reg. No. N2866M      Time (Lcl) - 1100 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

SUBSTANTIAL		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	2	2
	Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32-300  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3400  
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K1G5  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 300 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- 220/016 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  
GREEN BAY, WI  
Destination  
VAN WENT, OH

Airport Proximity  
ON AIRPORT

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - UNK/NR  
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Data

VAN WERT MUNICIPAL  
Runway Ident - 27  
Runway Lth/Wid - 3500/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 23

Biennial Flight Review

Current - YES  
Months Since - 17  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 177	Last 24 Hrs	- 1
Make/Model	- 28	Last 30 Days	- UNK/NR
Instrument	- 16	Last 90 Days	- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND HAD A PRIVATE, SINGLE-ENGINE-LAND, CERTIFICATE. THE OCCUPANT OF THE RIGHT FRONT SEAT WAS A COMMERCIAL, SINGLE-ENGINE-LAND, PILOT. THE LANDING APPROACH WAS MADE TO RUNWAY 27. THE PILOT-IN-COMMAND ESTIMATED THAT THE WINDS WERE FROM 220 DEGREES AT 16 GUSTING 20 KNOTS. HE REPORTED THAT DURING LANDING, THE GUSTY WIND CONDITIONS FORCED THE PLANE OFF THE RIGHT SIDE OF THE RUNWAY AND INTO A DITCH. A PASSENGER STATED THAT DURING THE LANDING, THE PLANE BOUNCED, HIT THE STRIP A SECOND TIME, AND WENT OUT OF CONTROL.



Brief of Accident (Continued)

File No. - 376

3/30/82

VAN WERT, OH

A/C Reg. No. N2866M

Time (Lcl) - 1100 EST

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. LEVEL OFF - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. WEATHER CONDITION - CROSSWIND
  4. WEATHER CONDITION - GUSTS
  5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 301      4/18/82      SALEM, OH

A/C Reg. No. N13226

Time (Lc1) - 1415 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	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----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 - 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- 270/030 KTS  
Visibility - 30.0 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

KOONS  
Runway Ident - 27  
Runway Lth/Wid - 1800/ 75  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND

Age - 70

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 11000	Last 24 Hrs -	1
Make/Model-	1	Last 30 Days-	25
Instrument-	25	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING FROM A LOCAL FLIGHT, THE ENGINE LOST POWER BEFORE LANDING. THE PLANE CRASHED ABOUT 35 FT FROM THE APPROACH END OF RUNWAY 27. TWO TELEPHONE POLES WERE DAMAGED. THE WIND WAS GUSTING TO 35 KNOTS. AN EXAMINATION OF THE ENGINE REVEALED A MALFUNCTION OF THE CARBURETOR FLOAT. THE PILOT REPORTED THAT THE FLOAT STUCK OPEN AND FLOODED THE ENGINE.

Brief of Accident (Continued)

File No. - 301

4/18/82

SALEM, OH

A/C Reg. No. N13226

Time (Lc1) - 1415 EST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      APPROACH

Finding(s)

1. FUEL SYSTEM, CARBURETOR - BINDING(MECHANICAL)
- 

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)

2. OBJECT - UNFAVORABLE WIND
  3. TERRAIN CONDITION - OBJECT
- 

-----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. - 292 1/13/82 WATONGA,OK

A/C Reg. No. N47442

Time (Lcl) - 2300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	3
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-28R-201T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2600  
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360T  
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 - FULL

Basic Weather - VMC

Wind Dir/Speed- 330/020 KTS  
Visibility - 60.0 SM  
Cloud Conditions(1st) - NONE  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT (BRIGHT)

Itinerary

Last Departure Point  
OKLAHOMA CITY,OK  
Destination  
DENVER,CO

ATC/Airspace

Type of Flight Plan - VFR  
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,CFI  
SE LAND,ME LAND

Age - 22

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1223	Last 24 Hrs	- 4
Make/Model-	105	Last 30 Days-	UNK/NR
Instrument-	73	Last 90 Days-	160
Multi-Eng	- 148		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE ENGINE LOST OIL PRESSURE AND SHORTLY THEREAFTER QUIT. DURING THE FORCED LANDING THE PILOT VEERED THE AIRCRAFT OFF THE HIGHWAY HE HAD ELECTED TO LAND ON DUE TO ONCOMING TRAFFIC. THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGES DUE TO THE ROLLING TERRAIN. AN ENGINE TEARDOWN INSPECTION REVEALED NUMEROUS METAL PARTICLES IN THE OIL PAN AND THAT THE ENGINE HAD FAILED DUE TO OIL STARVATION.

Brief of Accident (Continued)

File No. - 292

1/13/82

WATONGA,OK

A/C Reg. No. N47442

Time (Lcl) - 2300 CST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CRANKCASE - BINDING(MECHANICAL)
2. FLUID,OIL - STARVATION

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. OBJECT - VEHICLE
4. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
5. TERRAIN CONDITION - ROUGH/UNEVEN
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 397      2/24/82      HENNESSEY,OK      A/C Reg. No. N79325      Time (Lcl) - 1625 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2
0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      0  
NONE      Pass      0  
Other      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-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- 035/015 KTS  
Visibility      - 10.0 SM  
Cloud Conditions(1st)      - UNK/NR  
Cloud Conditions(2nd)      - 12000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PONCA CITY,OK  
Destination  
HENNESSEY,OK

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Approach Flown      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

HAYMAKER  
Runway Ident      - 12  
Runway Lth/Wid      - 2000/ 35  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age      - 39  
Biennial Flight Review  
Current      - YES  
Months Since      - 10  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 185      Last 24 Hrs      - 7  
Make/Model- 125      Last 30 Days- UNK/NR  
Instrument- 3      Last 90 Days- 99

Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE ENCOUNTERED A GUST OF WIND AS HE WAS FLARING WITH FULL FLAPS ABOUT TWO FEET ABOVE THE STRIP. HE STATED THAT THE RIGHT WING WAS BLOWN DOWN (THE TAIL MOVED TO THE LEFT) AND THE RIGHT WING COLLIDED WITH A FENCE BESIDE THE AIRSTRIP. THE WIND WAS GUSTING TO 20 KNOTS.

Brief of Accident (Continued)

File No. - 397

2/24/82

HENNESSEY,OK

A/C Reg. No. N79325

Time (Lc1) - 1625 CST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - GUSTS
  3. FLIGHT TO ALTERNATE DESTINATION - NOT SELECTED - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - FENCE
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 348      2/28/82      WAGONER,OK      A/C Reg. No. N9688A      Time (Lcl) - 1615 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 140A  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1500  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL 90  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 90 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- 185/010 KTS  
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  
HASKELL,OK  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

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 - 39  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 224	Last 24 Hrs	- 1
Make/Model-	90	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOW PASS OVER A RIVER; THE AIRCRAFT STRUCK SOME POWER LINES APPROXIMATELY 125 FT ABOVE THE WATER LEVEL.



Brief of Accident (Continued)

File No. - 348

2/28/82

WAGONER,OK

A/C Reg. No. N9688A

Time (Lc1) - 1615 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. OBJECT - WIRE,TRANSMISSION
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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. - 203      3/10/82      HEAVENER, OK      A/C Reg. No. N739MG      Time (Lcl) - 1100 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

NONE

Fatal

1

Crew

Pass

Other

1

0

Injuries

Serious

0

0

0

Minor

0

0

0

None

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-320H2AD  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 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      - UNK/NR  
Wind Dir/Speed      - UNK/NR  
Visibility      - UNK/NR  
Cloud Conditions(1st)      - UNK/NR  
Cloud Conditions(2nd)      - NONE  
Obstructions to Vision      - HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MESAUITE, TX  
Destination  
FORT SMITH, AR

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 - 26

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total      - 106  
Make/Model      - 19  
Instrument      - 0  
Last 24 Hrs      - 1  
Last 30 Days      - UNK/NR  
Last 90 Days      - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED AT NIGHT ON RISING TERRAIN ABOUT 300 FT BELOW THE CREST OF A HILL. THE NEAREST WEATHER REPORTING STATION WAS AT MCALESTER, OK. THE WEATHER AT MCALESTER WAS 1200 FT OVERCAST, VISIBILITY 7 MILES, CEILING RAGGED. THE MCALESTER FIELD ELEVATION IS 770 FT MSL. THE ELEVATION OF THE CRASH SITE WAS ABOUT 2100 FT MSL.

Brief of Accident (Continued)

File No. - 203

3/10/82

HEAVENER,OK

A/C Reg. No. N739MG

Time (Lc1) - 1100 CST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. VFR FLIGHT INTO IMC - CONTINUED - 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. - 340      3/19/82      WEATHERFORD,OK      A/C Reg. No. N68655      Time (Lcl) - 1330 CST

-----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

Fatal

Crew

0

Pass

0

Other

0

Injuries

Serious

0

Minor

0

None

1

0

-----Aircraft Information-----

Make/Model      - CESSNA 421C  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 7450  
No. of Seats      - 8

Eng Make/Model - CONTINENTAL GTS10-520N

Number Engines - 2

Engine Type      - RECIP - FUEL INJECTED

Rated Power      - 375 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - IN PERSON  
Completeness      - FULL

Basic Weather      - VMC

Wind Dir/Speed- 240/013 KTS

Visibility      - 20.0 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

TULSA,OK

Destination

WEATHERFORD,OK

Airport Proximity

ON AIRPORT

Airport Data

THOMAS P. STAFFORD

Runway Ident      - 17

Runway Lth/Wid      - 4400/ 75

Runway Surface      - CONCRETE

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,ME LAND

Age - 59

Biennial Flight Review

Current      - YES

Months Since      - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 1135

Make/Model- 63

Instrument- 64

Multi-Eng - 374

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE LANDING, THE PILOT OBSERVED THAT THE WIND SOCK WAS INDICATING A WIND FROM 270 DEGREES. HE STATED THAT HE TRIED TO CALL UNICOM SEVERAL TIMES FOR WIND INFORMATION, BUT RECEIVED NO ANSWER. AFTER TOUCHDOWN ON RUNWAY 17, A STRONG GUST OF WIND WAS ENCOUNTERED AND DIRECTIONAL CONTROL WAS LOST. THE AIRCRAFT DEPARTED THE RUNWAY AND THE NOSE GEAR FAILED WHEN IT ENCOUNTERED SANDY TERRAIN. THE PILOT REPORTED THAT THE WIND GAUGE HAD MEASURED A GUST OF 30 KNOTS AT THE TIME OF HIS LANDING. THIS EXCEEDED THE CROSSWIND CAPABILITY OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 340

3/19/82

WEATHERFORD,OK

A/C Reg. No. N68655

Time (Lcl) - 1330 CST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. FLIGHT TO ALTERNATE DESTINATION - NOT SELECTED - PILOT IN COMMAND

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
5. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 241      1/04/82      PLEASANT HILL,OR      A/C Reg. No. N8265A      Time (Lcl) - 1622 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT - UNCONTROLLED

Aircraft Damage

DESTROYED

Fire

NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	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-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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Itinerary

Last Departure Point  
EUGENE,OR  
Destination  
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- UNK/NR

Visibility - 20.0 SM

Cloud Conditions(1st) - 2000 FT SCATTERED

Cloud Conditions(2nd) - 3000 FT SCATTERED

Obstructions to Vision- NONE

Precipitation - SNOW SHOWER

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - TOWER

Type Approach Flown - NONE

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 117      Last 24 Hrs - 1

Make/Model- 27      Last 30 Days- 1

Instrument- 3      Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLANE TOOKOFF AT 1505 PST ON A LOCAL VFR PLEASURE FLIGHT WITH 4 OCCUPANTS AND ABOUT 48 GALLONS OF FUEL ON BOARD. THE PLANE WAS ESTIMATED TO BE ABOUT 140 LBS OVER THE MAXIMUM GROSS WEIGHT LIMIT. AT ABOUT 1622 PST, IT WAS OBSERVED TO BREAK UP IN FLIGHT. SEVERAL WITNESSES REPORTED THE PLANE DIVING OUT OF A CLOUD. MOST REPORTED HEARING SOME TYPE OF EXPLOSIVE SOUND, AND MANY ALSO REPORTED HEARING A HIGH-PITCH WHINING/SCREAMING/REVVING SOUND JUST BEFORE OR AFTER BREAKUP. THE PLANE WAS ESTIMATED TO STILL BE ABOUT 63 LBS OVER THE MAXIMUM WEIGHT LIMIT WHEN IT BROKE UP. THE WRECKAGE WAS FOUND SCATTERED OVER AN AREA OF MORE THAN 1000 FT. THE HORIZONTAL STABILATORS AND VERTICAL STABILIZER HAD FAILED IN THEIR ROOT AREAS AND SEPARATED. THE RIGHT STABILATOR HAD A DOWNWARD SPANWISE CAMBER. BOTH WINGS SEPARATED FROM THE FUSELAGE WITH THE OUTBOARD 4 FT ALSO SEPARATING. THE LEADING EDGES OF THE RIGHT AND LEFT INBOARD WING SECTIONS WERE DAMAGED AND MOLDED IN A MANNER THAT ONE CLOSELY MATCHED THE OTHER.

Brief of Accident (Continued)

File No. - 241

1/04/82

PLEASANT HILL, OR

A/C Reg. No. N8265A

Time (Lcl) - 1622 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CLOUDS

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE

Finding(s)

2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
7. FLIGHT CONTROL, STABILATOR - OVERLOAD
8. FLIGHT CONTROL, STABILATOR - SEPARATION
9. WING - OVERLOAD
10. WING - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6

Factor(s) relating to this accident is/are finding(s) 1,4,5,7,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 208

2/04/82

BURNS, OR

A/C Reg. No. N5193X

Time (Lcl) - 1300 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	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 - BELLANCA 7KCAB  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

Eng Make/Model - LYCOMING IO-320-E2A  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
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  
BEND, OR  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - NONE  
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity  
ON AIRPORT

Airport Data

BURNS MUNICIPAL  
Runway Ident - 29  
Runway Lth/Wid - 5100/ 150  
Runway Surface - CONCRETE  
Runway Status - SNOW - DRY

-----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	60
Last 24 Hrs	2
Last 30 Days	15
Last 90 Days	50

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING IN CALM WIND CONDITIONS, THE AIRCRAFT BOUNCED SLIGHTLY. ON THE SECOND TOUCHDOWN, IT VEERED LEFT AND STRUCK A SNOWBANK. THE STUDENT PILOT REPORTED THAT IT SEEMED LIKE THE LEFT BRAKE FROZE. THE LEFT BRAKE WAS EXAMINED FOR POSSIBLE DRAGGING AND WAS FOUND TO BE FREE TO ROTATE. THE RUNWAY HAD AN EVEN LAYER OF DRY SNOW OF ONE-HALF INCH DEPTH.



Brief of Accident (Continued)

File No. - 208

2/04/82

BURNS,OR

A/C Reg. No. N5193X

Time (Lcl) - 1300 PST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

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. - 353

2/06/82

MEDFORD,OR

A/C Reg. No. N56270

Time (Lcl) - 1055 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC  
Flight Conducted Under -14 CFR 137  
Accident Occurred During -TAXI

MINOR  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	2

-----Aircraft Information-----

Make/Model - BOEING A75N1  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2717  
No. of Seats - 2

Eng Make/Model - P & W R-985  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 310 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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Basic Weather - VMC

Wind Dir/Speed- 360/003 KTS  
Visibility - 25.0 SM  
Cloud Conditions(1st) - 25000 FT OVERCAST  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - TOWER  
Type Approach Flown - NONE

Airport Data

MEDFORD-JACKSON  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND,ME LAND

Age - 24

Biennial Flight Review

Current - YES  
Months Since - 7  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3060	Last 24 Hrs -	3
Make/Model-	750		Last 30 Days-	18
Instrument-	15		Last 90 Days-	35
Multi-Eng -	200			

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF BOEING STEARMAN A75N1, N56270, REPORTED THAT HIS VHF RADIO HAD A MALFUNCTIONING FREQUENCY SELECTOR WHICH NECESSITATED MANUALLY SETTING THE MEDFORD TOWER FREQUENCY PRIOR TO TAXIING. THIS PROBLEM PREVENTED HIM FROM SELECTING OTHER FREQUENCIES. HE CALLED THE CONTROL TOWER WHILE HE WAS TAXIING, JUST AFTER PASSING A CESSNA 150. HE REPORTED THAT AT THAT TIME, HE WAS LOOKING OUT HIS RIGHT SIDE TO ASSURE CLEARANCE FROM PARKED AIRCRAFT. HE ALSO STATED THAT TAYLORCRAFT, N95078, HAD ROUNDED A CORNER BEYOND THE NOSE OF HIS AIRCRAFT AND WAS APPROACHING ON HIS LEFT, BUT HE DID NOT SEE THE TAYLORCRAFT UNTIL THEY COLLIDED. AT 1054:50, GROUND CONTROL HAD ADVISED N95078 OF THE ONCOMING STEARMAN, AND N95078 HAD STEARED RIGHT TO PROVIDE CLEARANCE. THE STEARMAN PILOT MADE HIS FIRST CALL TO THE TOWER AT 1055. SHORTLY THEREAFTER, THE TAYLORCRAFT PILOT NOTED THE PLANES CONVERGING AND TURNED TO AVOID A COLLISION. HOWEVER, THE LEFT WING OF EACH STRUCK ONE ANOTHER. N95078 WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 353

2/06/82

MEDFORD,OR

A/C Reg. No. N56270

Time (Lcl) - 1055 PST

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation   TAXI - TO TAKEOFF

Finding(s)

1. COMM/NAV EQUIPMENT,VHF RECEIVER - FAILURE,PARTIAL
  2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
  3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  4. TRAFFIC ADVISORY - NOT RECEIVED - PILOT IN COMMAND
  5. OBJECT - AIRCRAFT MOVING ON GROUND
  6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  7. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 353      2/06/82      MEDFORD,OR      A/C Reg. No. N95078      Time (Lcl) - 1055 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAXI

Fire  
NONE

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC12-D  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1200  
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-75  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 75 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 360/003 KTS  
Visibility - 25.0 SM  
Cloud Conditions(1st) - 25000 FT OVERCAST  
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

MEDFORD-JACKSON COUNTY  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 27  
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 - 152  
Last 24 Hrs - 1  
Make/Model- 152  
Last 30 Days- 6  
Instrument- 4  
Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING THE PILOT OF TAYLORCRAFT, N9507B, WAS CLEARED TO PROCEED TO HIS PARKING AREA. AT 1054:50, GROUND CONTROL ADVISED HIM OF STEARMAN, N56270, APPROACHING FROM THE OPPOSITE DIRECTION. THE TAYLORCRAFT PILOT ADJUSTED HIS TAXI PATH TO THE RIGHT OF THE TAXIWAY TO CLEAR THE ONCOMING STEARMAN. WHILE TAXIING AT 1055, THE STEARMAN PILOT CALLED ON TOWER FREQUENCY AND REPORTED "READY FOR WESTBOUND TAKEOFF." THIS WAS HIS FIRST RADIO TRANSMISSION FOR THAT FLIGHT. SHORTLY THEREAFTER, THE TAYLORCRAFT PILOT NOTED THAT THE STEARMAN WAS CONVERGING AND MADE AN EVASIVE RIGHT TURN OFF OF THE TAXIWAY AND INTO THE GRASS. HOWEVER, THE LEFT WING OF EACH AIRCRAFT COLLIDED WITH ONE ANOTHER. THE STEARMAN RECEIVED MINOR DAMAGE WHILE THE TAYLORCRAFT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 353

2/06/82

MEDFORD,OR

A/C Reg. No. N95078

Time (Lcl) - 1055 PST

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI - TO TAKEOFF

Finding(s)

1. COMM/NAV EQUIPMENT,VHF RECEIVER - FAILURE,PARTIAL
  2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
  3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  4. TRAFFIC ADVISORY - NOT RECEIVED - PILOT IN COMMAND
  5. OBJECT - AIRCRAFT MOVING ON GROUND
  6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  7. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 233

2/22/82

SUTHERLIN,OR

A/C Reg. No. N4524

Time (Lcl) - 1015 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	0	0
Other 0	0	0	0

Type of Operation -EXTERNAL LOAD

Flight Conducted Under -14 CFR 133

Accident Occurred During -MANEUVERING

Fire  
NONE

Crew  
Pass  
Other

-----Aircraft Information-----

Make/Model - KAMAN HH-43F

Landing Gear - SKI/WHEEL

Max Gross Wt - 8800

No. of Seats - 2

Eng Make/Model - LYCOMING T-53-L-11-D

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - UNK/NR

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- CALM

Visibility - 15.0 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

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,PRIVATE,CFI

SE LAND

HELICOPTER

Age - 39

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6378 Last 24 Hrs - 1

Make/Model- 2564 Last 30 Days- UNK/NR

Instrument- 63 Last 90 Days- 103

Multi-Eng - 7 Rotorcraft - 5314

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS BEING USED ON A LOGGING OPERATION. AFTER RELEASING A LOAD FROM A HOVER OUT OF GROUND EFFECT, THE PILOT BEGAN TO TURN AND ACCELERATE. ABOUT TWO-THIRDS TO THREE-FOURTHS OF THE WAY THROUGH A 180 DEGREE TURN, THE AIRCRAFT BEGAN A SUDDEN, VERY VIOLENT, RAPID VIBRATION. THE PILOT RECALLED BEING THRASHED ABOUT WHILE THE HELICOPTER ROLLED TO THE RIGHT AND CRASHED. AN INVESTIGATION REVEALED THAT ONE OF THE RIGHT ROTOR BLADES HAD FAILED. A 9.5 FT SECTION OF THE OUTBOARD LEADING EDGE ALONG WITH APPROXIMATELY A 3.5 FT PIECE OF THE BLADE TIP HAD SEPARATED. THEY WERE FOUND ABOUT 1/4 MILE FROM THE MAIN WRECKAGE. AN EXAMINATION OF THE BLADE REVEALED THAT THE STAINLESS STEEL CONDUCTOR STRIP, PN K711583-11, HAD BEEN PULLED LOOSE FROM THE BOLT WHICH HELD IT ON THE TOP SIDE OF THE BLADE. THE BOTTOM BOLT HOLE WAS ELONGATED AND THE BOTTOM OF THE STRIP WAS STRETCHED. THE PAINT SHOWED WHIP MARKS RADIATING OUT FROM THE INBOARD ATTACH POINT. A NEARBY TREE HAD NO EVIDENCE OF ROTOR CONTACT.

Brief of Accident (Continued)

File No. - 233

2/22/82

SUTHERLIN,OR

A/C Reg. No. N4524

Time (Lcl) - 1015 PST

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. ROTOR SYSTEM,MAIN ROTOR BLADE - FAILURE,TOTAL
  2. ROTOR SYSTEM,MAIN ROTOR BLADE - SEPARATION
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

3. ROTOR SYSTEM - VIBRATION
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 351      3/07/82      PLUSH,OR      A/C Reg. No. N6247R      Time (Lc1) - 1155 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -TAKEOFF		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2658	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 AIRSTRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LAKEVIEW,OR	PLUSH
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 34
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 75
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 254
SE LAND	Months Since - 22	Make/Model- 6
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 10
		Last 90 Days- 18
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED LAKEVIEW, OREGON ON A LOCAL FLIGHT WITH TWO PASSENGERS ON BOARD. AFTER A STOPOVER AT A PRIVATE AIRSTRIP, HE BEGAN A SHORT FIELD TAKEOFF FROM A GRASS/GRAVEL/DIRT RUNWAY THAT WAS 2500 FT IN LENGTH. THE DENSITY ALTITUDE WAS APPROXIMATELY 4600 FT AND THE WIND WAS CALM. THE PILOT REPORTED THAT AFTER LIFT-OFF, THE PLANE SETTLED BACK TO THE AIRSTRIP IN AN AREA OF SOFTER SURFACE. HE REPORTED THAT THE PLANE THEN LOST AIRSPEED AND WAS UNABLE TO CLEAR A FENCE AT THE END OF THE STRIP. THE AIRCRAFT CAUGHT THE UPPERMOST WIRE AND CRASHED ON DOWNSLOPING TERRAIN BEYOND THE FENCE.



Brief of Accident (Continued)

File No. - 351

3/07/82

PLUSH,OR

A/C Reg. No. N6247R

Time (Lc1) - 1155 PST

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Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
  3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
  4. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
  5. OBJECT - FENCE
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 232      3/18/82      MAUPIN,OR      A/C Reg. No. N6879V      Time (Lcl) - 1130 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
SUBSTANTIAL

Fire      NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	1
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/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- UNK/NR  
Visibility - 30.0 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  
SALEM,OR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

7M RANCH  
Runway Ident - 27  
Runway Lth/Wid - 1800/ 70  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 43  
Biennial Flight Review  
Current - YES  
Months Since - 17  
Aircraft Type - M20F

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 225  
Last 24 Hrs - 2  
Make/Model- UNK/NR  
Last 30 Days- UNK/NR  
Instrument- 0  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE LOST POWER DURING TAKEOFF AFTER HE RAISED THE GEAR AND FLAPS. HE STATED THAT HE LOWERED THE NOSE AND THE STALL WARNING BUZZER SOUNDED, BUT HE WAS UNABLE TO OBTAIN THE NECESSARY AIRSPEED. HE STATED THAT THE POWER BEGAN TO COME BACK AS HE WAS MAKING AN EMERGENCY LANDING AT THE END OF THE RUNWAY, BUT TOO LATE. AN ENGINE TEARDOWN REVEALED NO EVIDENCE OF FAILURE OR MALFUNCTION. THE DENSITY ALTITUDE WAS ABOUT 2400 FT.

Brief of Accident (Continued)

File No. - 232

3/18/82

MAUPIN,OR

A/C Reg. No. N6879V

Time (Lcl) - 1130 PST

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2.    UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 219      3/21/82      LEBANON,OR      A/C Reg. No. N28791      Time (Lc1) - 1215 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	3
			Other 0	0	0	0

-----Aircraft Information-----

Make/Model	- GRUMMAN AA-5B	Eng Make/Model	- LYCOMING O-360-A4K	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	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 - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 340/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - UNK/NR</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>MEDFORD,OR</p> <p>Destination</p> <p>LEBANON,OR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</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>LEBANON</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 2400/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 72
SE LAND	Months Since - 7	Make/Model- 3
	Aircraft Type - C-172	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD ABOUT 3 HOURS OF FLYING EXPERIENCE IN THIS MAKE AND MODEL OF AIRCRAFT. THIS WAS HIS FIRST LANDING WITH REAR-SEAT PASSENGERS. THE PILOT REPORTED THAT THE WIND WAS VARIABLE AND GUSTING TO 15 KNOTS. DURING THE LANDING FLARE, THE PILOT FELT A SUDDEN DROP AND APPLIED POWER TO COMPENSATE. THE PLANE TOUCHED DOWN TAIL FIRST, BOUNCED AND DEPARTED THE LEFT SIDE OF THE RUNWAY. IT CONTINUED DOWN A DRAINAGE DITCH BESIDE THE RUNWAY UNTIL IT HIT A CULVERT AND CROSSED OVER A PERPENDICULAR TAXIWAY. A WITNESS STATED THAT THE PLANE TRAVELED ALONG THE DRAINAGE DITCH FOR ABOUT 1500 FT.

Brief of Accident (Continued)

File No. - 219

3/21/82

LEBANON,OR

A/C Reg. No. N28791

Time (Lc1) - 1215 PST

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. LEVEL OFF -- IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

6. TERRAIN CONDITION - DITCH
7. GO-AROUND - CONTINUED - 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) 1,3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 307      2/27/82      ERWINNA, PA      A/C Reg. No. N3318J      Time (Lcl) - 1345 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL - SOLO	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -APPROACH		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150G	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	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	VANSANT
Wind Dir/Speed- 200/002 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 120
Cloud Conditions(1st) - 20000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - NONE	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 - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 22
	Months Since - UNK/NR	Make/Model- 5
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 0

GLIDER

Instrument Rating(s) - NONE

-----Narrative-----

THIS WAS THE STUDENT'S FIRST SOLO IN POWERED AIRCRAFT. HE HELD A PRIVATE PILOT CERTIFICATE WITH A GLIDER RATING. HIS TAKEOFF AND TRAFFIC PATTERN APPEARED NORMAL UNTIL THE LAST PART OF HIS FINAL APPROACH FOR LANDING. ABOUT 600 FT SHORT OF THE RUNWAY, THE ENGINE SOUNDED AS THOUGH A LITTLE POWER HAD BEEN ADDED. JUST SHORT OF THE RUNWAY, THE AIRCRAFT NOSED INTO THE GROUND. LATER, THE STUDENT STATED THAT HE THOUGHT HE WAS GOING TO STALL WHEN HE WAS ABOUT 30 FT AGL ON FINAL APPROACH. HE REPORTED THAT HE PUT THE NOSE DOWN, BUT DID NOT FLARE OUT. HE VAGUELY REMEMBERED THE OCCURRENCES JUST BEFORE IMPACT, AND DID NOT RECALL ADDING POWER OR HEARING A STALL WARNING HORN.

Brief of Accident (Continued)

File No. - 307

2/27/82

ERWINNA,PA

A/C Reg. No. N3318J

Time (Lc1) - 1345 EST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  3. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
  4.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  5.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 207      3/17/82      AVOCA, PA

A/C Reg. No. N2962W

Time (Lcl) - 1810 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	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C6  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 200 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 - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 340/013 KTS  
Visibility - 5.0 SM  
Cloud Conditions(1st) - 2400 FT OVERCAST  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
ALBANY, NY  
Destination  
AVOCA, PA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - NONE  
Type Approach Flown - ILS - COMPLETE

Airport Proximity  
ON AIRPORT

Airport Data

WILKES-BARRE/SCRANTON  
Runway Ident - 04  
Runway Lth/Wid - 6450/ 150  
Runway Surface - ASPHALT  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 44  
Biennial Flight Review  
Current - YES  
Months Since - 20  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 325  
Make/Model- 28  
Instrument- 72  
Last 24 Hrs - 0  
Last 30 Days- UNK/NR  
Last 90 Days- 3  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ENCOUNTERED ICING CONDITIONS WHILE DESCENDING FROM 5000 TO 4000 FT NEAR HIS DESTINATION. HE WAS CLEARED FOR AN IMMEDIATE ILS APPROACH. HE MAINTAINED 110 KNOTS ON FINAL APPROACH UNTIL INSIDE THE MIDDLE MARKER. AT THAT POINT, HE APPLIED ONE NOTCH OF FLAPS AND THE AIRCRAFT NOSED DOWN TOWARD THE APPROACH LIGHTS. THE PILOT REPORTED THAT HE USED BOTH HANDS TO CORRECT THE SITUATION AND THE PLANE OSCILLATED DOWN TOWARD THE RUNWAY. AT ABOUT 90 KNOTS, THE AIRCRAFT SETTLED FROM ABOUT 10 TO 15 FT AND LANDED HARD.



Brief of Accident (Continued)

File No. - 207

3/17/82

AVOCA, PA

A/C Reg. No. N2962W

Time (Lc1) - 1810 EST

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Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    DESCENT - NORMAL

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
  4. LIGHT CONDITION - DUSK
- 

----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. - 264      3/20/82      LOCK HAVEN, PA      A/C Reg. No. N6925Q      Time (Lc1) - 1325 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation - PERSONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - TAXI		Other	0	0	0	2
						0

-----Aircraft Information-----

Make/Model - BEECH A23-24	Eng Make/Model - LYCOMING IO-360-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PIPER MEMORIAL
Wind Dir/Speed- 270/018 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3550/ 100
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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1040
SE LAND	Months Since - 1	Make/Model- 1040
	Aircraft Type - UNK/NR	Instrument- 480
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 2
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF THE LEFT WING OF THE AIRCRAFT COLLIDED WITH THE NOSE OF A PARKED PIPER TWIN. THE PILOT STATED THAT DURING HIS INSTRUMENT SCAN HE NOTICED THAT THE ALTERNATOR FAILED TO SHOW A CHARGE AND THAT THIS MAY HAVE DISTRACTED HIS ATTENTION AS TO HIS POSITION ON THE TAXIWAY. WINDS WERE ESTIMATED TO BE GUSTING TO 30 KNOTS.

Brief of Accident (Continued)

File No. - 264

3/20/82

LOCK HAVEN, PA

A/C Reg. No. N6925Q

Time (Lcl) - 1325 EST

Occurrence ON GROUND COLLISION WITH OBJECT  
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
4. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 265      4/01/82      BUTLER,PA      A/C Reg. No. N2998R      Time (Lcl) - 0930 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 - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BUTLER-FARM SHOW
Wind Dir/Speed- 290/015 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 38
Cloud Conditions(1st) - NONE	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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 158
SE LAND	Months Since - 7	Make/Model- 158
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 29
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

APPROXIMATELY 100 FEET AFTER TOUCHDOWN A GUST OF WIND LIFTED THE LEFT WING OF THE AIRCRAFT TURNING IT INTO THE WIND. DIRECTIONAL CONTROL WAS LOST AND THE AIRCRAFT COLLIDED WITH TWO PARKED AIRCRAFT. A PA-22, N54572, AND AN ERCOUPE, N93552, BOTH OF WHICH SUSTAINED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 265

4/01/82

BUTLER, PA

A/C Reg. No. N2998R

Time (Lc1) - 0930 EST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - GUSTS
  3.    COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      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

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. - 380      3/02/82      HUMA CAD,PR      A/C Reg. No. N2741J      Time (Lcl) - 1840 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A48	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ROOSEVELT ROADS,PR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - 2000 FT SCATTERED	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 - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1800
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 600
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 48
		Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS REPORTED TO HAVE DEPARTED AT OR NEAR SUNSET ON A 30 MINUTE AEROBATIC FLIGHT AND DID NOT RETURN. DURING THAT PERIOD, AN AIRCRAFT MATCHING ITS DESCRIPTION WAS OBSERVED TO CRASH NEAR BY IN THE OCEAN WHILE THE PILOT WAS PERFORMING AEROBATICS. A WITNESS OBSERVED THAT TWO OBJECTS CAME FROM THE AIRCRAFT JUST PRIOR TO THE CRASH. HE THOUGHT THE OBJECTS MAY HAVE BEEN A DOOR AND THE PILOT, BUT HE WAS NOT SURE. TWO DAYS LATER, PARTS OF AN AIRCRAFT THAT MATCHED THE MISSING PLANE, WASHED ASHORE.

Brief of Accident (Continued)

File No. - 380

3/02/82

HUMA CAO,PR

A/C Reg. No. N2741J

Time (Lc1) - 1840 AST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)  
1. UNDETERMINED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 317 3/31/82 MOCA,PR

A/C Reg. No. N309MJ

Time (Lcl) - 2150 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 -OTHER  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-32R  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540K  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 300 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 - NONE  
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point  
UNK/NR  
Destination  
CHARLOTTE AMALIE,VI

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
ON AIRPORT

Airport Data

LABADIE  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRAVEL  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

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 - 1500  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED ON AN UNLIGHTED GRASS STRIP AT NIGHT WITH A LOAD OF MARIJUANA. DURING THE LANDING, THE PLANE CONTINUED OFF THE STRIP AND INTO A SUGAR CANE FIELD.



Brief of Accident (Continued)

File No. - 317

3/31/82

MOCA,PR

A/C Reg. No. N309MJ

Time (Lcl) - 2150 EST

---

Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. JUDGEMENT - POOR - PILOT IN COMMAND
  3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
  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) 1,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 271      3/08/82      BLOCK ISLAND,RI      A/C Reg. No. N9374J      Time (Lcl) - 1317 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  
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 T188C  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2500  
No. of Seats      - 1

Eng Make/Model      - CONTINENTAL TS10-520T  
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- 270/020 KTS  
Visibility      - 50.0 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  
NEWPORT NEWS,VA  
Destination  
GANDER, NEWFOUNDLAND

ATC/Airspace

Type of Flight Plan - IFR  
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)

ATP  
SE LAND,ME LAND

Age - 38

Biennial Flight Review

Current      - YES  
Months Since      - 6  
Aircraft Type      - DC-3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4904	Last 24 Hrs	- 0
Make/Model-	5	Last 30 Days-	UNK/NR
Instrument-	1971	Last 90 Days-	76
Multi-Eng	- 1448		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A FERRY FLIGHT APPROACHING THE NANTUCKET VOR THE PILOT STATED THAT THE ENGINE BEGAN TO RUN ROUGH. THE AIRCRAFT WAS TURNED BACK TOWARDS BLOCK ISLAND AT WHICH TIME THE FUEL PRESSURE BEGAN TO FLUCTUATE AND DECREASE ALONG WITH THE MANIFOLD PRESSURE. THE PILOT PERFORMED AN EMERGENCY SYSTEM FUEL CHECK BUT THE ENGINE EVENTUALLY LOST ALL POWER AND THE AIRCRAFT WAS DITCHED.

Brief of Accident (Continued)

File No. - 271

3/08/82

BLOCK ISLAND, RI

A/C Reg. No. N9374J

Time (Lcl) - 1317 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      DITCHING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - WATER, ROUGH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 262      1/06/82      HILTON HEAD, SC      A/C Reg. No. N201NH      Time (Lcl) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1
	Other	0	0	0	0

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

-----Aircraft Information-----

Make/Model      - MOONEY M-20J  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2575  
No. of Seats      - 4

Eng Make/Model - LYCOMING IO-360-A1B6D  
Number Engines - 1  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 180 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      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 50.0      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  
ATLANTA, GA

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 - 34

Biennial Flight Review  
Current      - YES  
Months Since      - 19  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 395
Make/Model-	85
Instrument-	50
Multi-Eng -	UNK/NR
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	98
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF AT ABOUT 200 TO 300 FEET THE ENGINE MALFUNCTIONED AND THE PILOT ELECTED TO MAKE A GEAR UP LANDING. INVESTIGATION REVEALED THAT THE LEFT WING FUEL TANK CONTAINED OVER A QUART OF WATER. WATER AND A RED SUBSTANCE SIMILAR IN APPEARANCE TO TANK SEALANT WERE ALSO FOUND IN THE MAIN FUEL LINE TO THE FUEL INJECTOR SERVO.

Brief of Accident (Continued)

File No. - 262

1/06/82

HILTON HEAD, SC

A/C Reg. No. N201NH

Time (Lc1) - 1330 EST

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
  2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

-----  
Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   LANDING - 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) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 287      3/20/82      ALLENDALE, SC      A/C Reg. No. N757VV      Time (Lcl) - 1615 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      -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

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      - 110 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS

Method      - IN PERSON

Completeness      - FULL

Basic Weather      - VMC

Wind Dir/Speed- 270/010 KTS

Visibility      - 7.0 SM

Cloud Conditions(1st) - 5000 FT BROKEN

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

MACON, GA

Destination

ALLENDALE, SC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance      - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ALLENDALE 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)

STUDENT

Age - 19

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      - 60      Last 24 Hrs - 3

Make/Model- 39      Last 30 Days- UNK/NR

Instrument- 1      Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SOLO THREE HUNDRED MILE CROSS COUNTRY FLIGHT THE STUDENT PILOT STATED THAT HE STRAYED TO THE SOUTH OF HIS INTENDED COURSE. HE SUBSEQUENTLY BECAME DISORIENTED AND AFTER CIRCLING AN AREA FOR ABOUT 30 MINUTES BEGAN TO PANIC AND ELECTED TO LAND. THE FIELD HE SELECTED WAS WET AND SOFT. THE AIRCRAFT HAD OVER TWO HOURS OF FUEL LEFT AND THE SELECTED FIELD TURNED OUT TO BE 3 MILES NORTHWEST OF THE INTENDED DESTINATION.

Brief of Accident (Continued)

File No. - 287

3/20/82

ALLENDALE, SC

A/C Reg. No. N757VV

Time (Lc1) - 1615 EST

-----  
Occurrence            NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, PANIC - PILOT IN COMMAND
4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - WET
6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

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. - 370

3/25/82

RIDGELAND, SC

A/C Reg. No. N3707N

Time (Lcl) - 1425 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	1	2
	Other	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - BEECH 58  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6200  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-WB  
Number Engines - 2  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 325 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR  
Weather Radar - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 180/005 KTS  
Visibility - 15.0 SM  
Cloud Conditions(1st) - 3800 FT UNK/NR  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WINTER HAVEN, FL  
Destination  
RIDGELAND, SC

Airport Proximity  
ON AIRPORT

Airport Data

RIDGELAND MUNICIPAL  
Runway Ident - 21  
Runway Lth/Wid - 3100/ 70  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR  
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 - 33  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2280  
Make/Model- 28  
Instrument- 171  
Multi-Eng - 1400  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING LANDING, THE LEFT BRAKE WAS INOPERATIVE. WHEN HE REALIZED THE PROBLEM, THERE WAS INSUFFICIENT RUNWAY REMAINING TO STOP OR GO-AROUND. AT THE END OF THE RUNWAY WAS A DEEP DROP-OFF. THEREFORE THE PILOT USED THE RIGHT BRAKE, AND SUBSEQUENTLY, THE PLANE DEPARTED THE RIGHT SIDE OF THE RUNWAY. THE RIGHT GEAR SEPARATED IN SOFT TERRAIN AS THE PLANE ENTERED A DEPRESSION BESIDE THE RUNWAY. AN EXAMINATION REVEALED THE LEFT BRAKE MASTER CYLINDER WAS WET WITH HYDRAULIC FLUID. THE CYLINDER, PARAMOUNT MODEL VI-15-750-3, WAS DISASSEMBLED. AN INSPECTION OF THE MASTER CYLINDER PISTON SHAFT REVEALED SEVERAL COMPRESSION INDENTATIONS. THE INDENTATIONS WERE LOCATED IN SUCH A MANNER AS TO PERMIT FLUID LEAKAGE AND INTRODUCTION OF AIR INTO THE CYLINDER. THE CAUSE OF THE INDENTATIONS WAS NOT DETERMINED.



Brief of Accident (Continued)

File No. - 370

3/25/82

RIDGELAND, SC

A/C Reg. No. N3707N

Time (Lc1) - 1425 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
2. FLUID, HYDRAULIC - LEAK
3. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
4. LANDING GEAR, EMERGENCY BRAKE SYSTEM - INOPERATIVE
5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SOFT
8. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 MAIN GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

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) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 368

5/01/82

TIMMONSVILLE, SC

A/C Reg. No. N3192Z

Time (Lcl) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	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 - PIPER PA-18A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1750  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-82  
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- 270/002 KTS  
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  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

LOCKHART  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND  
HELICOPTER

Age - 41

Biennial Flight Review

Current - YES  
Months Since - 15  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 8145	Last 24 Hrs	- 1
Make/Model-	600	Last 30 Days-	UNK/NR
Instrument-	85	Last 90 Days-	8
Multi-Eng -	205	Rotorcraft -	197

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE REDUCED POWER AT 1000 FT AND APPLIED CARBURETOR HEAT FOR AN EXTENDED GLIDE TO THE SOD STRIP. WHILE ON FINAL APPROACH OVER A WHEAT FIELD, THE AIRSPEED BLEW OFF AND HE MOVED THE THROTTLE TO ADD POWER. HOWEVER, HE REPORTED THAT THE ENGINE HAD LOADED UP AND COUGHED. BEFORE REACHING THE RUNWAY, THE LANDING GEAR CAUGHT THE WHEAT AND THE PLANE NOSED OVER. THE PILOT HAD NOT CLEARED THE ENGINE DURING THE GLIDE.

Brief of Accident (Continued)

File No. - 368

5/01/82

TIMMONSVILLE, SC

A/C Reg. No. N3192Z

Time (Lcl) - 1830 EDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - OTHER
  2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 240 2/17/82 MITCHELL,SD

A/C Reg. No. N5799Y

Time (Lc1) - 2050 CST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	5
Accident Occurred During	-LANDING		Other	0	0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-23	Eng Make/Model	- LYCOMING IO-540-C4B5	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP - FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	WATERLOO,IA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SIOUX FALLS,SD	MITCHELL MUNICIPAL
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 12
Visibility - .275 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6750/ 150
Cloud Conditions(1st) - NONE	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2912	Last 24 Hrs - 0
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 275	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 204	Last 90 Days- 145
		Multi-Eng - 821	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PILOT APPROACHED SIOUX FALLS HE RECEIVED INFORMATION THAT IT WAS BELOW MINIMUMS, SO HE STARTED TO DIVERT. AS HE PASSED OVER SIOUX FALLS HE COULD SEE MITCHELL, SD, WHICH APPEARED TO BE CLEAR, THEREFORE, HE ELECTED TO LAND THERE. IT CONTINUED TO LOOK CLEAR UNTIL HE WAS ON A SHORT FINAL APPROACH FOR LANDING. WITH THE LANDING LIGHT ON, HIS VISUAL REFERENCES WERE LOST. AFTER TURNING THE LANDING LIGHT OFF, HE COULD AGAIN SEE THE RUNWAY LIGHTS (AT ABOUT 20 FT AGL). AS HE DESCENDED FURTHER THE LIGHTS BECAME BARELY VISIBLE AND HE FLARED AT AN ANGLE TO THE RUNWAY. BY THIS TIME HE REALIZED HE WAS HEADED FOR THE EDGE OF THE RUNWAY BUT IT WAS TOO LATE TO CORRECT OR GO AROUND. THE PLANE TOUCHED DOWN ABOUT 1/2 ON AND 1/2 OFF THE RUNWAY. AFTER TRAVELING ABOUT 20 FT IN SNOW ABOUT 6 INCHES DEEP, THE NOSE GEAR FAILED.

Brief of Accident (Continued)

File No. - 240

2/17/82

MITCHELL,SD

A/C Reg. No. N5799Y

Time (Lc1) - 2050 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED
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) 1,2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 309      2/17/82      RAPID CITY,SD      A/C Reg. No. N5314A      Time (Lcl) - 1500 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 210  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3300  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520R  
Number Engines - 1  
Engine Type - RECIP - FUEL INJECTED  
Rated Power - 285 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- 360/010 KTS  
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  
GILLETTE,WY  
Destination  
RAPID CITY,SD

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity  
ON AIRPORT

Airport Data

PETE LEIN FIELD  
Runway Ident - 15  
Runway Lth/Wid - 2905/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 29

Biennial Flight Review

Current - YES  
Months Since - 16  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1448	Last 24 Hrs -	2
Make/Model-	161	Last 30 Days-	11
Instrument-	0	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, THE NOSEWHEEL BEGAN TO SHIMMY WHILE THE BRAKES WERE BEING APPLIED. THE NOSE GEAR FAILED AT THE END OF THE RUNWAY, AND THE PLANE CONTINUED OFF THE END AND DOWN AN EMBANKMENT, THEN NOSED OVER. THE PILOT STATED IN PART THAT HE TOUCHED DOWN PAST THE NUMBERS SOME 100 FT AND HAD NO LEFT BRAKE. WHEN THE NOSEWHEEL BEGAN TO SHIMMY HE STARTED TO GO-AROUND, BUT THEN THE SHAKING BECAME SO BAD THAT HE ABORTED THE GO-AROUND. A WITNESS STATED THAT HE SAW THE PLANE ON A STEEP FINAL APPROACH, BUT OBSERVED NO FLARE-OUT. HE REPORTED THAT THE PLANE TOUCHED DOWN NEAR MID-FIELD IN A 3 POINT ATTITUDE, BUT DID NOT BOUNCE. THE PASSENGER INDICATED THAT THE PLANE LANDED WITH NO FLAPS ABOUT 1/3 DOWN THE RUNWAY. HE STATED THE TOUCHDOWN WAS SMOOTH AND THE NOSEWHEEL DID NOT SHIMMY UNTIL THE TIRES SQUEALED FROM HEAVY BRAKING. EXAMINATION OF THE BRAKES REVEALED NO PRE-CRASH MALFUNCTIONS. THE NOSEWHEEL SHIMMY DAMPER WAS FOUND BROKEN FROM THE NOSE STRUT WITH EVIDENCE OF GROUND IMPACT.

Brief of Accident (Continued)

File No. - 309

2/17/82

RAPID CITY, SD

A/C Reg. No. N5314A

Time (Lcl) - 1500 MST

Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

2. LANDING GEAR, NOSE GEAR - OVERLOAD
3. LANDING GEAR, NOSE GEAR - VIBRATION

Occurrence #3        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

4. WEATHER CONDITION - TAILWIND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. DISTANCE - MISJUDGED - PILOT IN COMMAND
7. AIRSPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #4        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - DOWNHILL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7

Factor(s) relating to this accident is/are finding(s) 2,4,5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 371      4/12/82      ALCOA, TN      A/C Reg. No. N3605B      Time (Lcl) - 1051      T

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -EXECUTIVE	Fire	Crew	Fatal	Injuries	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 - S.N.I.A.S. AS350D ASTAR	Eng Make/Model - LYCOMING LTS101-600A-2	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4190	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 6	Rated Power - 615 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	MIDDESBORO, KY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ALCOA, TN	MCGHEE TYSON
Wind Dir/Speed- 210/013 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Cloud Conditions(1st) - 30000 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 - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 4615
SE LAND, ME LAND	Months Since - 3	Make/Model- 700
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 230
		Multi-Eng - 128
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 176
		Rotorcraft - 1987

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PREPARING TO LAND, THE PILOT EXPERIENCED A TAIL ROTOR DRIVE FAILURE AT A SPEED OF LESS THAN 60 KNOTS. AT THAT SPEED, HE WAS UNABLE TO MAKE THE NECESSARY RIGHT TURN FROM HIS POSITION TO LAND ON THE RUNWAY. INSTEAD, HE CLIMBED ABOUT 50 FT IN A LEFT TURN TO LINE-UP FOR A RUN-ON LANDING. AS HE SLOWED TO ABOUT 20 KNOTS AT LOW ALTITUDE, THE HELICOPTER BEGAN TO YAW HARD TO THE LEFT. THE COLLECTIVE WAS LOWERED TO TOUCHDOWN BEFORE CONTROL WAS LOST. DURING THE LANDING, THE HELICOPTER BOUNCED AND ROTATED ABOUT 90 DEGREES BEFORE COMING TO REST. AN EXAMINATION REVEALED THAT THE NUMBER 4 TAIL ROTOR DRIVE SHAFT BEARING, PN 6007-2RS1MT47CA, HAD SEIZED. THE TAIL ROTOR DRIVE SHAFT AND RUBBER MOUNTING COLLAR CONTINUED TURNING UNTIL THE SEIZED BEARING CHAFFED THROUGH THE COLLAR AND ALSO THE DRIVE SHAFT ITSELF. SUBSEQUENTLY, THE TAIL ROTOR DRIVE SHAFT, PN 350A34-0110-02, SHEARED. THE TAIL ROTOR DRIVE SHAFT BEARING WAS FACTORY LUBED AND SEALED AND HAD NO RETIREMENT TIME LIMIT. THE BEARING FAILED AFTER 729 HOURS OF OPERATION.



Brief of Accident (Continued)

File No. - 371

4/12/82

ALCOA, TN

A/C Reg. No. N3605B

Time (Lc1) - 1051 T

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Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      APPROACH

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT BEARING - BINDING (MECHANICAL)
  2. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL
- 

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. RUN ON LANDING - PERFORMED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 400      2/14/82      CLEVELAND, TX      A/C Reg. No. N5101B      Time (Lcl) - 0930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	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/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 - 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	CLEVELAND
Wind Dir/Speed- 330/001 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3160/ 65
Cloud Conditions(1st) - UNK/NR	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 4000 FT BROKEN	Type Approach Flown - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 11
	Months Since - N/A	Last 24 Hrs - 5
	Aircraft Type - N/A	Make/Model- 11
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 9
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON THE SECOND LANDING OF A SUPERVISED SOLO FLIGHT, THE AIRCRAFT VEERED AND THE STUDENT PILOT LOST CONTROL. THE AIRCRAFT COLLIDED WITH THE WIND SOCK POLE AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 400

2/14/82

CLEVELAND, TX

A/C Reg. No. N5101B

Time (Lcl) - 0930 CST

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Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

4. OBJECT - OBJECT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 286      2/17/82      HENDERSON, TX      A/C Reg. No. N53769      Time (Lcl) - 1335 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 - BELLANCA 7ECA  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 115 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - 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- 180/003 KTS  
Visibility - 7.0 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  
KILGORE, TX  
Destination  
HENDERSON, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

RUSK COUNTY AIRPORT  
Runway Ident - 16  
Runway Lth/Wid - 3000/ 150  
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 - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1354  
Make/Model- 100  
Instrument- 13  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

AFTER REDUCING POWER TO IDLE, GLIDING FOR SOME DISTANCE, AND THEN APPLYING CARBURETOR HEAT HE REALIZED THAT ADDITIONAL POWER WOULD BE NEEDED TO REACH THE RUNWAY. POWER WAS ADDED WITH NO RESULTS AND THE AIRCRAFT WAS SET DOWN IN A ROUGH FIELD APPROXIMATELY 1/4 MILE SHORT OF THE AIRFIELD. THE PILOT STATED THAT HE THOUGHT THAT THE ENGINE DEVELOPED CARBURETOR ICE BEFORE HE APPLIED CARBURETOR HEAT. OTHER PILOTS FLYING IN THE GENERAL AREA STATED THAT THEY HAD BEEN EXPERIENCING CARBURETOR ICING DURING THE DAY OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 286

2/17/82

HENDERSON, TX

A/C Reg. No. N53769

Time (Lc1) - 1335 CST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. FUEL SYSTEM, CARBURETOR - ICE
  3. CARBURETOR HEAT - IMPROPER USE OF - 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. TERRAIN CONDITION - ROUGH/UNEVEN
  5. OBJECT - FENCE
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 280      3/07/82      HOUSTON, TX

A/C Reg. No. N1117U

Time (Lcl) - 1315 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	2
Pass	0	0	0	0	1
Other	0	0	0	0	0

Type of Operation -INSTRUCTIONAL - DUAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

NONE

-----Aircraft Information-----

Make/Model - CESSNA 172M

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2300

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/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- 070/008 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

WEISER AIRPARK

Runway Ident - 34

Runway Lth/Wid - 2000/ 100

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 47

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1718	Last 24 Hrs	-	3
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Make/Model-	152	Last 30 Days-	UNK/NR
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Instrument-	372	Last 90 Days-	78
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Multi-Eng	-	1104
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE DEMONSTRATION OF A SHORT FIELD TAKEOFF THE AIRCRAFT'S TAIL LOWERED AFTER ENCOUNTERING A MODERATE DIP AT A RUNWAY INTERSECTION. THE TAIL TIE-DOWN RING SNAGGED A RUNWAY LIGHT CABLE WHICH HAD BEEN UNCOVERED BY RECENT RAINS. THE CABLE BROKE AT ONE SIDE OF THE RUNWAY AND THE AIRCRAFT BECAME UNCONTROLLABLE. THE PILOT ABORTED THE TAKEOFF ON A SOFT PART OF THE RUNWAY AND THE AIRCRAFT TIPPED INVERTED.

Brief of Accident (Continued)

File No. - 280

3/07/82

HOUSTON, TX

A/C Reg. No. N1117U

Time (Lc1) - 1315 CST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S)
3. RUNWAY MAINTENANCE - NOT MAINTAINED - AIRPORT PERSONNEL
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      TAKEOFF

Finding(s)

6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 341      3/13/82      GRAND PRAIRIE, TX      A/C Reg. No. N254B      Time (Lcl) - 1250 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0
			Other 0	0	0	0

-----Aircraft Information-----

Make/Model	- COLONIAL C-1	Eng Make/Model	- LYCOMING O-320-A3A	ELT Installed/Activated	- UNK/NR
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR	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	OFF AIRPORT/STRIP
Method	- N/A	FT WORTH, TX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed	- 040/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility	- 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st)	- 1200 FT SCATTERED	Type of Clearance - TOWER	Runway Status - N/A
Cloud Conditions(2nd)	- 2500 FT OVERCAST	Type Approach Flown - VISUAL STRAIGHT-IN	
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 9000
SE LAND, SE SEA	Months Since - 1	Make/Model - 65
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - 8550
		Last 24 Hrs - 2
		Last 30 Days - UNK/NR
		Last 90 Days - 234
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LANDING ON MOUNTAIN CREEK LAKE, THE AIRCRAFT STRUCK A SUBMERGED OBJECT IN THE WATER. THE PLANE WAS TAXIED TO A BOAT RAMP. AN INSPECTION REVEALED THAT THE HULL WAS DENTED, A NOSE GEAR DOOR WAS BENT, AND TWO BOLTS ON THE LEFT WING SPONSON HAD FAILED.



Brief of Accident (Continued)

File No. - 341

3/13/82

GRAND PRAIRIE, TX

A/C Reg. No. N254B

Time (Lcl) - 1250 CST

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Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
  2. OBJECT - SUBMERGED OBJECT
- 

----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. - 251 6/08/82 HONDO,TX

A/C Reg. No. N7344Z

Time (Lcl) - 1808 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 0	1	0	0
Pass 0	0	0	0
Other 0	0	0	0

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire  
ON GROUND

-----Aircraft Information-----

Make/Model - PIPER 25-235  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2900  
No. of Seats - 1

Eng Make/Model - LYCOMING O-540  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 250 HP

ELT Installed/Activated - NO -N/A  
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- 130/008 KTS

Visibility - 7.0 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)

COMMERCIAL

SE LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1035 Last 24 Hrs - 0

Make/Model- 530 Last 30 Days- UNK/NR

Instrument- 75 Last 90 Days- 20

Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON THE SECOND PASS SPRAYING SODIUM CHLORIDE THE AIRCRAFT STRUCK THE TOP PORTION OF A LINE OF OAK TREES WHEN PULLING OUT OF A FIELD. THE AIRCRAFT THEN COLLIDED WITH A TV ANTENNA AND ANOTHER TREE BEFORE CONTACTING THE GROUND.

Brief of Accident (Continued)

File No. - 251

6/08/82

HONDO, TX

A/C Reg. No. N7344Z

Time (Lcl) - 1808 CDT

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - TREE(S)
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. OBJECT - ELECT TOWER

-----  
----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. - 349      1/02/82      MIDWAY,UT      A/C Reg. No. N51735      Time (Lcl) - 1415 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - ENSTROM 280C	Eng Make/Model - LYCOMING HIO-360-E1BD	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2350	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 3	Rated Power - 205 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	FIELD RANCH	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	FIELD RANCH
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - .500 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 300 FT OVERCAST	Type of Clearance - NONE	Runway Surface - SNOW
Cloud Conditions(2nd) - UNK/NR OVERCAST	Type Approach Flown - CONTACT	Runway Status - SNOW - DRY
Obstructions to Vision- BLOWING SNOW		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 109
SE LAND	Months Since - UNK/NR	Make/Model- 109
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 7
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED WHILE BEING MOVED ABOUT 150 FT FROM THE PARKING AREA TO A STORAGE BUILDING. THERE WAS ABOUT 2 1/2 FT OF FRESH SNOW ON THE GROUND. THE SNOW HAD BEEN CLEARED FROM THE PARKING AREA IN FRONT OF THE STORAGE BUILDING. HOWEVER, A SNOW CAT HAD MOVED INTO THE PARKING AREA AND HAD STOPPED AS THE PILOT WAS APPROACHING TO LAND. THE PILOT REPORTED THIS MADE THE PARKING AREA UNUSABLE. BEFORE TOUCHDOWN, THE PILOT EXPERIENCED A WHITE-OUT CONDITION DUE TO THE HEAVY CIRCULATION OF SNOW AND BECAME DISORIENTED. THE AIRCRAFT LANDED HARD IN A NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 349

1/02/82

MIDWAY,UT

A/C Reg. No. N51735

Time (Lcl) - 1415 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation TAXI - AERIAL

Finding(s)

1. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
2. UNSAFE/HAZARDOUS CONDITION - PERFORMED - DRIVER OF VEHICLE
3. TERRAIN CONDITION - SNOW COVERED
4. WEATHER CONDITION - WHITEOUT
5. IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAXI - AERIAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 363      2/02/82      WEST JORDAN,UT      A/C Reg. No. N12BK      Time (Lc1) - 1400 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation	-PERSONAL	Fire		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE		Crew 0	0	0	1
Accident Occurred During	-LANDING			Pass 0	0	0	0
				Other 0	0	0	0

-----Aircraft Information-----

Make/Model - SMITH MINIPLANE BK-1	Eng Make/Model - LYCOMING O-290G	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1000	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 124 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/010 KTS</p> <p>Visibility - 50.0 SM</p> <p>Cloud Conditions(1st) - 10000 FT OVERCAST</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 SALT LAKE CITY,UT</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 - VISUAL FULL CIRCUIT TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>SALT LAKE #2</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 5700 -UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY ICE</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND,ME LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 701</p> <p>Make/Model- 2</p> <p>Instrument- 150</p> <p>Multi-Eng - 87</p>	<p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 65</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD JUST PURCHASED THE AIRCRAFT AND WAS MAKING TOUCH AND GO LANDINGS FOR FAMILIARIZATION. HE WAS USING A PAVED RUNWAY WITH PATCHES OF ICE AND WAS LANDING WITH ABOUT A 10 KNOT RIGHT CROSSWIND. ON ABOUT HIS EIGHTH LANDING, THE PLANE BEGAN TO DRIFT TO THE RIGHT. THE PILOT REPORTED THAT HE WAS UNABLE TO CORRECT ENOUGH TO AVOID RUNNING OFF THE RUNWAY. THE PLANE STRUCK A SNOWBANK AND TURNED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 363

2/02/82

WEST JORDAN,UT

A/C Reg. No. N12BK

Time (Lc1) - 1400 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - 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. 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) 2,4,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 269      3/14/82      MOAB,UT      A/C Reg. No. N6907R      Time (Lcl) - 1430 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -OTHER	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During -LANDING		Pass 0	0	0	1
		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210G	Eng Make/Model - CONTINENTAL TS10-520-C	ELT Installed/Activated - 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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	ABANDONED STRIP
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500-N/A
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT WAS FOUND ON AN ABANDONED DIRT RUNWAY NEAR DEADHORSE POINT. INVESTIGATION INDICATED THAT THE AIRCRAFT TOUCHED DOWN LONG ON RUNWAY 21 AND COLLIDED WITH AN ELEVATED DIRT ROAD THAT CROSSES THE RUNWAY. TWO IMPACT MARKS WERE FOUND ON THE INSTRUMENT PANEL. INJURY INDEX IS PRESUMED.



Brief of Accident (Continued)

File No. - 269

3/14/82

MOAB,UT

A/C Reg. No. N6907R

Time (Lcl) - 1430 MST

-----  
Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
  2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 228      1/13/82      SPOKANE,WA      A/C Reg. No. N36PB      Time (Lcl) - 1015 PST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Fatal	Injuries	
ON-DEMAND AIR TAXI	SUBSTANTIAL		Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0
Accident Occurred During -LANDING		Other	0	0
			0	0

-----Aircraft Information-----

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-J2BD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 2	Rated Power - 350 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - UNK/NR	SEATTLE,WA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SPOKANE,WA	GEIGER FIELD
Wind Dir/Speed- 200/007 KTS	ATC/Airspace	Runway Ident - 21
Visibility - .125 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9000/ 150
Cloud Conditions(1st) - 100 FT OBSCURED	Type of Clearance - UNK/NR	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - ILS - COMPLETE	Runway Status - ICE
Obstructions to Vision- FOG		SNOW - WET
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 6295
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - PA-31	Make/Model- 82
		Last 30 Days- UNK/NR
		Last 90 Days- 92
		Rotorcraft - 2225
		Multi-Eng - 3383

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

AFTER ARRIVING IN THE SPOKANE AREA, A FULL ILS WAS COMMENCED. IT WAS TERMINATED ABOUT 200 FT ABOVE THE DECISION HEIGHT WITH A MISSED APPROACH. THE AIRCRAFT WAS VECTORED FOR A SECOND ILS. DURING THE LAST 400 FT OF THIS APPROACH, ABOUT 3/4 TO ONE INCH OF MIXED RIME AND CLEAR ICE WAS PICKED UP. THE COPILOT VISUALLY IDENTIFIED THE APPROACH LIGHTS AND THE ILS WAS CONTINUED TO LANDING. DURING THE FLARE, THE LEFT WING DROPPED AND STRUCK THE RUNWAY AND WAS SUBSTANTIALLY DAMAGED. ICE HAD FORMED ON THE LEADING EDGES OF THE WINGS IN ABOUT A TWO INCH FLAT PLANE, PERPENDICULAR TO THE CHORD LINE. AT THE TIME OF THE MISHAP, FOG DISPERSAL OPERATIONS WERE IN EFFECT. THE PROCEDURE INVOLVED THE USE OF AIRCRAFT TO DISSEMINATE DRY ICE INTO THE FOG TO PROVIDE CONDENSATION NUCLEI. THIS PROCEDURE INCREASES THE FOG DROPLET SIZE TO PROVIDE SUBSEQUENT DISSIPATION. IT ALSO REDUCES THE TEMPERATURE OF THE SURROUNDING AIR, AND IN CERTAIN CONDITIONS, CAN ATTRIBUTE TO AIRFRAME ICING. PREVAILING TEMPERATURE WAS 33 DEG.

Brief of Accident (Continued)

File No. - 228

1/13/82

SPOKANE,WA

A/C Reg. No. N36PB

Time (Lc1) - 1015 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - ICING CONDITIONS

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WING - ICE
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 202 1/18/82 ORCHARDS,WA A/C Reg. No. N2127W Time (Lc1) - 1215 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
DESTROYED

Fire  
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	1	2	0	0
Other	0	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH C23  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2450  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4J  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 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 - VMC  
Wind Dir/Speed- 300/006 KTS  
Visibility - 20.0 SM  
Cloud Conditions(1st) - 2000 FT SCATTERED  
Cloud Conditions(2nd) - 3300 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CENTRAL,WA  
Destination  
PORTLAND,OR

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - UNK/NR  
Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CLARK 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,SE SEA

Age - 37  
Biennial Flight Review  
Current - YES  
Months Since - 8  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	96
Last 24 Hrs	2
Last 30 Days	UNK/NR
Last 90 Days	17

Instrument Rating(s) - NONE

-----Narrative-----

DURING A DESCENT WITH THE CARBURETOR HEAT ON, THE PILOT ADDED POWER 2 TIMES TO VERIFY THE ENGINE PERFORMANCE. NO DIFFICULTY WAS NOTED. HOWEVER, WHEN THE THROTTLE WAS ADVANCED TO LEVEL OFF AT 1800 FT MSL, THE ENGINE SPUTTERED AND LOST POWER. THE PILOT WAS UNABLE TO RESTART THE ENGINE. DURING A FORCED LANDING, THE PLANE HIT A DITCH AS THE PILOT WAS CROSSING BELOW POWER LINES. IT CONTINUED ACROSS A ROAD AND HIT A FENCE. AN INVESTIGATION REVEALED CONTINUITY IN THE ENGINE CONTROLS. THE FUEL LINE FITTINGS ON BOTH WING TANKS SEPARATED FROM IMPACT ALLOWING FUEL TO DRAIN FROM THE AIRCRAFT. NO BLOCKAGE, CONTAMINATION, OR PRE-CRASH DISCREPANCIES WERE FOUND IN THE FUEL SYSTEM. SUBSEQUENTLY, A FUEL SYSTEM WAS IMPROVISED AND THE ENGINE WAS STARTED AND RUN SUCCESSFULLY.

Brief of Accident (Continued)

File No. - 202

1/18/82

ORCHARDS,WA

A/C Reg. No. N2127W

Time (Lc1) - 1215 PST

Occurrence #1      LOSS OF POWER  
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 TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. TERRAIN CONDITION - DITCH

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 234      1/30/82      SINCLAIR ISLAND, WA      A/C Reg. No. N53294      Time (Lc1) - 1200 PST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	2
Accident Occurred During	-LANDING		Other	0	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172P	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR	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 AIRSTRIP
Method - N/A	ANACORTES, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SINCLAIR ISLAND, WA	SINCLAIR ISLAND
Wind Dir/Speed - 170/005 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1200/ 80
Cloud Conditions(1st) - 600 FT BROKEN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - 800 FT OVERCAST	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - WET
Obstructions to Vision - NONE		SOFT
Precipitation - RAIN SHOWER		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1227
SE LAND, ME LAND	Months Since - 6	Make/Model - 515
	Aircraft Type - C-182	Instrument - 25
		Multi-Eng - 12
		Last 24 Hrs - 5
		Last 30 Days - 70
		Last 90 Days - 172
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPORT WAS A PRIVATELY OWNED STRIP APPROXIMATELY 1200 FT IN LENGTH. ABOUT THE LAST 25 PERCENT OF RUNWAY 33 WAS ANGLED APPROXIMATELY 30 DEGREES TO THE RIGHT. THE RUNWAY WAS CONSIDERED UNIDIRECTIONAL WITH LANDINGS NORMALLY MADE TO THE NORTH/NORTHWEST AND TAKEOFFS MADE TO THE SOUTH/SOUTHEAST. TREES UP TO 50 FT TALL WERE LOCATED AT THE NORTH END WHILE THE SOUTH END WAS ESSENTIALLY UNOBSTRUCTED WITH AN OVERWATER APPROACH. THE PILOT WAS UNABLE TO STOP ON THE WET, GRASS RUNWAY WHILE LANDING WITH A 5 KNOT TAILWIND. THE PLANE CONTINUED OFF THE END OF THE RUNWAY, SLID THROUGH A FENCE AND STOPPED ON A ROAD.

Brief of Accident (Continued)

File No. - 234

1/30/82

SINCLAIR ISLAND, WA

A/C Reg. No. N53294

Time (Lc1) - 1200 PST

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 229      2/02/82      MOSES LAKE, WA      A/C Reg. No. N756GF      Time (Lcl) - 1705 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew 0	0	0	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 U206G	Eng Make/Model - CONTINENTAL IO-520-F9	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 - 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- 240/006 KTS</p> <p>Visibility - 99.0 SM</p> <p>Cloud Conditions(1st) - 10000 FT BROKEN</p> <p>Cloud Conditions(2nd) - 20000 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 SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>PRIVATE STRIP</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2000/ 60</p> <p>Runway Surface - DIRT</p> <p>Runway Status - WET</p> <p>SOFT</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2500
SE LAND	Months Since - 12	Make/Model- 900
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE ENCOUNTERED A FREAK GUST OF WIND DURING THE LANDING. THE PLANE TOUCHED DOWN ON THE RIGHT SIDE OF THE RUNWAY IN AN AREA OF SOFT TERRAIN. THE AIRCRAFT VEERED FARTHER TO THE RIGHT AND CONTINUED INTO AN EARTHEN DRAINAGE DITCH. THE DITCH WAS 12 TO 15 FEET DEEP AND RAN PARALLEL TO THE RUNWAY.



Brief of Accident (Continued)

File No. - 229

2/02/82

MOSES LAKE, WA

A/C Reg. No. N756GF

Time (Lc1) - 1705 PST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - WET
4. TERRAIN CONDITION - SOFT
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 231

3/07/82

EVERETT, WA

A/C Reg. No. N1924J

Time (Lc1) - 1715 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

0

0

1

Accident Occurred During -LANDING

Other

0

0

0

0

-----Aircraft Information-----

Make/Model - ROCKWELL INTL 114

Eng Make/Model - LYCOMING IO-540-T4A5D

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3140

Engine Type - RECIP - FUEL INJECTED

Weather Radar - NO

No. of Seats - 4

Rated Power - 260 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Itinerary

Last Departure Point

Airport Proximity

ON AIRPORT

Method - TELEPHONE

SAME AS ACC/INC

Completeness - FULL

Destination

Airport Data

Basic Weather - VMC

LOCAL

PAINE FIELD

Wind Dir/Speed- 330/010 KTS

ATC/Airspace

Runway Ident - 29

Visibility - 40.0 SM

Type of Flight Plan - NONE

Runway Lth/Wid - 4948/ 75

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 - 65

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 237

Last 24 Hrs - 1

SE LAND

Months Since - 5

Make/Model- 94

Last 30 Days- 17

Aircraft Type - RC-114

Instrument- 5

Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TOUCHDOWN ON RUNWAY 29, THE AIRCRAFT VEERED TO THE RIGHT, BECAME AIRBORNE, AND THEN VEERED SHARPLY TO THE LEFT. THE PASSENGER STATED THAT AFTER THE INITIAL TOUCHDOWN AND RIGHT DRIFT, THE PILOT ADDED POWER, PULLED THE NOSE UP TO A HIGH ATTITUDE, AND RAISED THE FLAPS. REPORTEDLY, THE AIRCRAFT BOBBED UP AND DOWN SEVERAL TIMES AND THEN FELL OFF TO THE LEFT. THE AIRCRAFT CROSSED A DITCH, SCRAPED THE WING OF CESSNA 182Q, N182WB, CRASHED INTO A LIGHT POLE, AND BURNED.

Brief of Accident (Continued)

File No. - 231

3/07/82

EVERETT,WA

A/C Reg. No. N1924J

Time (Lc1) - 1715 MST

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      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING

Finding(s)

3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

6. OBJECT - AIRCRAFT PARKED
7. OBJECT - UTILITY POLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 209      3/14/82      RICHLAND, WA      A/C Reg. No. N1578P      Time (Lcl) - 1010 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	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 - PIPER PA-18-135  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D2  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 135 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS  
Method - TELEVISION  
Completeness - PARTIAL, LMTD BY FCSTR  
Basic Weather - VMC  
Wind Dir/Speed- 002/002 KTS  
Visibility - 30.0 SM  
Cloud Conditions(1st) - 5000 FT BROKEN  
Cloud Conditions(2nd) - 10000 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

RICHLAND  
Runway Ident - 01  
Runway Lth/Wid - 4000/ 100  
Runway Surface - CONCRETE  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 50  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - BE-T34B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3025	Last 24 Hrs	- 0
Make/Model-	87	Last 30 Days-	1
Instrument-	536	Last 90 Days-	4
Multi-Eng -	636		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING SHORT FIELD LANDINGS. ON THIS APPROACH, HE ADDED POWER TO ARREST A HIGH SINK RATE, BUT FELT THAT THE ENGINE DID NOT RESPOND ADEQUATELY. A HARD LANDING OCCURRED. THE ENGINE WAS EXAMINED, AND DURING A TEST RUN, IT OPERATED SATISFACTORILY.

Brief of Accident (Continued)

File No. - 209

3/14/82

RICHLAND,WA

A/C Reg. No. N1578P

Time (Lc1) - 1010 PST

Occurrence #1 LOSS OF POWER

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. UNDETERMINED

Occurrence #2 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LEVEL OFF - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 294      3/20/82      BLAINE,WA      A/C Reg. No. N2623K      Time (Lcl) - 1400 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0
Accident Occurred During	-LANDING			Other	0	0	0

-----Aircraft Information-----

Make/Model	- LUSCOMBE 8E	Eng Make/Model	- CONTINENTAL C-85-12	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1400	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	- FSS	Last Departure Point	ON AIRPORT
Method	- TELEPHONE	PORT ANGELES,WA	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	BLAINE,WA	BLAINE MUNICIPAL
Wind Dir/Speed	- 230/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 32
Cloud Conditions(1st)	- 2000 FT SCATTERED	Type of Clearance	- 2100/ 26
Cloud Conditions(2nd)	- NONE	Type Approach Flown	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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	- 216
SE LAND	Months Since - 11	Make/Model	- 197
	Aircraft Type - L-8E	Instrument	- 1
		Last 24 Hrs	- 2
		Last 30 Days	- 6
		Last 90 Days	- 14

Instrument Rating(s) - NONE

-----Narrative-----

UPON ARRIVAL THE PILOT OBSERVED THE WIND TO BE 90 DEGREES TO THE RUNWAY WITH AN ESTIMATED VELOCITY OF 5 TO 7 KNOTS. A LOW PASS WAS COMPLETED FOLLOWED BY A LANDING ON RUNWAY 32. DURING THE ROLLOUT THE AIRCRAFT DRIFTED RIGHT, THE LANDING GEAR ENCOUNTERED SOD/SOFT TERRAIN, AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 294

3/20/82

BLAINE,WA

A/C Reg. No. N2623K

Time (Lcl) - 1400 PST

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. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - 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) 2,3

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. - 220      3/27/32      HOQUIAM, WA      A/C Reg. No. N8063S      Time (Lcl) - 1130 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	
Pass	0	0	0	1	
Other	0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 150F  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/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- 140/010 KTS  
Visibility - 10.0 SM  
Cloud Conditions(1st) - 1200 FT OVERCAST  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- NONE  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity  
ON AIRPORT

Airport Data

BOWERMAN FIELD  
Runway Ident - 06  
Runway Lth/Wid - 5000 -UNK/NR  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 36  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 172  
Make/Model- 11  
Instrument- 3  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT HAD BEEN MAKING TOUCH AND GO LANDINGS WITH A PASSENGER ON BOARD FOR ABOUT ONE HOUR. HE HAD MADE ABOUT 6 OR 7 UNEVENTFUL LANDINGS. ON THE LAST APPROACH, THE NOSE PITCHED DOWN WHEN THE PLANE WAS ABOUT 50 FT AGL OVER THE NUMBERS. THE EMPENNAGE WAS DAMAGED WHEN THE PLANE LANDED HARD AND BOUNCED BACK ON THE TAIL. SOME TURBULENCE WAS REPORTED IN THE AREA.



Brief of Accident (Continued)

File No. - 220

3/27/82

HOQUIAM,WA

A/C Reg. No. N8063S

Time (Lcl) - 1130 PST

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Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - TURBULENCE,CLEAR AIR
  3. 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) 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. - 296      3/29/82      CAMAS,WA      A/C Reg. No. N22609      Time (Lcl) - 1730 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL O-200A	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-----

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	PORT OF CAMAS
Wind Dir/Speed- 290/008 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 100
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Cloud Conditions(2nd) - 25000 FT OVERCAST	Type Approach Flown - PRACTICE	Runway Status - DRY
Obstructions to Vision- UNK/NR	VISUAL FULL CIRCUIT	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 123
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 120
		Last 30 Days- 5
		Instrument- 1
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE PILOT'S SIXTH TOUCH AND GO LANDING THE AIRCRAFT STRUCK A TREE ON SHORT FINAL. THE PILOT MAINTAINED CONTROL OF THE AIRCRAFT AND COMPLETED HIS LANDING.

Brief of Accident (Continued)

File No. - 296

3/29/82

CAMAS, WA

A/C Reg. No. N22609

Time (Lcl) - 1730 PST

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. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT

Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 352

4/05/82

EUREKA, WA

A/C Reg. No. N8471V

Time (Lcl) - 0830 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

Type of Operation -APPLYING SEEDS, CHEMICALS, ETC

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire  
NONE

-----Aircraft Information-----

Make/Model - ROCKWELL INTL. S-2R

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6000

No. of Seats - 1

Eng Make/Model - P & W R-1340-AN-1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

Weather Radar - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 090/002 KTS

Visibility - 30.0 SM

Cloud Conditions(1st) - 6000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TOUCHET, WA

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)

COMMERCIAL, CFI, ATP

SE LAND, ME LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 14020

Make/Model- 5500

Instrument- 487

Multi-Eng - 640

Last 24 Hrs - 1

Last 30 Days- 30

Last 90 Days- 190

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER SPRAYING MOST OF HIS LOAD, THE PILOT MADE A DRY PASS AND DROPPED A SMOKE FLARE. THE FLARE WAS DROPPED TO CHECK THE DRIFT OF THE AIR RELATIVE TO A SUSCEPTIBLE CROP EAST OF THE FIELD BEING SPRAYED. AFTER DROPPING THE FLARE, THE PILOT MADE A 180 DEGREE TURN AND CROSSED THE FIELD IN THE SAME AREA. HE REPORTED THAT HE ENCOUNTERED THE WINGTIP VORTICES FROM HIS PREVIOUS PASS, THE WINGTIP DUG INTO THE HILLSIDE, AND THE AILERON WAS LOCKED IN A LEFT TURN. THE PLANE CONTINUED ABOUT 200 FT AND THEN CRASHED ON THE HILLSIDE.

Brief of Accident (Continued)

File No. - 352

4/05/82

EUREKA,WA

A/C Reg. No. N8471V

Time (Lc1) - 0830 PST

-----  
Occurrence #1        VORTEX TURBULENCE ENCOUNTERED  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 260      4/08/82      SPOKANE,WA      A/C Reg. No. N80769      Time (Lcl) - 1800 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	2
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0
			Other 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360-A4M	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	- 180 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- FSS	OFF AIRPORT/STRIP
Method	- TELEPHONE	
Completeness	- FULL	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 300/004 KTS	- N/A
Visibility	- 8.0 SM	Runway Lth/Wid
Cloud Conditions(1st)	- 6000 FT SCATTERED	- N/A
Cloud Conditions(2nd)	- 10000 FT SCATTERED	Runway Surface
Obstructions to Vision	- NONE	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	- NIGHT (BRIGHT)	

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 3100	Last 24 Hrs - 8
SE LAND,ME LAND	Months Since - 7	Make/Model - 40	Last 30 Days - 17
	Aircraft Type - UNK/NR	Instrument - 151	Last 90 Days - 26
		Multi-Eng - 46	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

STUDENT PILOT/COPILOT RESET THE AIRCRAFT CLOCK IN ANTICIPATION OF THE TIME ZONE CHANGE THAT WOULD OCCUR IN FLIGHT. THIS CAUSED THE PILOT TO THINK HE HAD ANOTHER HOUR OF FLIGHT TIME. IN ADDITION THE FUEL GAGE WAS FOUND TO SHOW FUEL IN THE RIGHT TANK WHEN ALL FUEL HAD BEEN DRAINED. DURING THE FORCED LANDING ON A STREET THE LEFT WING COLLIDED WITH A MAILBOX AND THE RIGHT LANDING GEAR WAS SHEARED OFF UPON STRIKING A CONCRETE CULVERT.

Brief of Accident (Continued)

File No. - 260

4/08/82

SPOKANE,WA

A/C Reg. No. N80769

Time (Lcl) - 1800 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. CREW/GROUP COORDINATION - NOT MAINTAINED - COPILOT
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAUGE - FALSE INDICATION
3. FLUID,FUEL - EXHAUSTION
4. FUEL CONSUMPTION CALCULATIONS - DISREGARDED - 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)

5. OBJECT - OBJECT

Occurrence #4 MAIN GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 316 4/09/82 LYLE,WA

A/C Reg. No. N11VH

Time (Lcl) - 1630 PST

-----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 -APPLYING SEEDS, CHEMICALS, ETC  
Flight Conducted Under -14 CFR 137  
Accident Occurred During -TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - BELL 47G-2A  
Landing Gear - SKID  
Max Gross Wt - 2450  
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-A1D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 260 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- CALM  
Visibility - 30.0 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  
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,PRIVATE  
SE LAND  
HELICOPTER

Age - 34

Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - BELL

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)
Total	2892
Make/Model-	712
Instrument-	162
Multi-Eng -	4
Last 24 Hrs -	3
Last 30 Days-	21
Last 90 Days-	95
Rotorcraft -	2536

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING TAKEOFF WITH A LOAD OF FERTILIZER, INSUFFICIENT POWER WAS AVAILABLE TO MAINTAIN ENGINE AND ROTOR RPM AND SUSTAIN FLIGHT. THE PILOT DUMPED THE LOAD, BUT WAS UNABLE TO AVOID GROUND CONTACT. THE TAIL ROTOR STRUCK FIRST AND SEPARATED FROM THE AIRCRAFT. THE DENSITY ALTITUDE WAS APPROXIMATELY 2800 FT. NO MECHANICAL FAILURES WERE REPORTED.



Brief of Accident (Continued)

File No. - 316

4/09/82

LYLE,WA

A/C Reg. No. N11VH

Time (Lc1) - 1630 PST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 386      5/02/82      LISABUELLA,WA      A/C Reg. No. N54569      Time (Lc1) - 1450 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 172N  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1424  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-D2J  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES  
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- 270/010 KTS  
Visibility      - 20.0 SM  
Cloud Conditions(1st) - 2000 FT BROKEN  
Cloud Conditions(2nd) - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SEATTLE,WA  
Destination  
LISABUELLA,WA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity  
ON AIRPORT

Airport Data

WAX ORCHARD  
Runway Ident      - 36  
Runway Lth/Wid      - 2200 -UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 23  
Biennial Flight Review  
Current      - YES  
Months Since      - 14  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 75      Last 24 Hrs - 0  
Make/Model- 20      Last 30 Days- UNK/NR  
Instrument- 2      Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED ON A FRESHLY MOWED, GRASS RUNWAY. HE REPORTED THAT HE HAD A LEFT CROSSWIND AT 10 GUSTING 15 KNOTS. THE AIRCRAFT TOUCHED DOWN AT ABOUT 1/3 OF THE WAY DOWN THE RUNWAY. ABOUT 450 FT FROM THE DEPARTURE END, THE BRAKES WERE APPLIED. HOWEVER, THE AIRCRAFT SLID INTO A TREE AT THE END OF THE RUNWAY. THE AIRPORT MANAGER STATED THAT THE PLANE LANDED DOWNWIND AND BOUNCED AND PROPOISED DOWN THE RUNWAY.

Brief of Accident (Continued)

File No. - 386

5/02/82

LISABUELLA,WA

A/C Reg. No. N54569

Time (Lc1) - 1450 PDT

Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - DELAYED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
7.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

8. OBJECT - TREE(S)
9. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

Factor(s) relating to this accident is/are finding(s) 1,2,5,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 218      3/05/82      MILWAUKEE,WI      A/C Reg. No. N6125B      Time (Lcl) - 1500 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 - 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	TIMMERMAN FIELD
Wind Dir/Speed- 280/010 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 75
Cloud Conditions(1st) - NONE	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - TOUCH AND GO	Runway Status - SNOW - COMPACTED
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)
STUDENT	Current - N/A	Total - 40
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 40
		Last 30 Days- 9
		Instrument- 2
		Last 90 Days- 9

Instrument Rating(s) -- NONE

-----Narrative-----

THE STUDENT WAS PRACTICING TOUCH AND GO LANDINGS ON A SNOW COVERED RUNWAY. AFTER APPLYING POWER FOR TAKEOFF DURING THE THIRD TOUCH AND GO, THE AIRCRAFT VEERED LEFT AND HIT A SNOWBANK.

Brief of Accident (Continued)

File No. - 218

3/05/82

MILWAUKEE,WI

A/C Reg. No. N6125B

Time (Lc1) - 1500 CST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

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 PROCEDURE,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      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) 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. - 281      3/20/82      GRANTSBURG, WI      A/C Reg. No. N5252E      Time (Lc1) - 0850 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	0
Other		0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 210  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3000  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL IO-470E  
Number Engines - 1  
Engine Type      - RECIP - FUEL INJECTED  
Rated Power      - 260 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES  
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - IN PERSON  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed- 350/015 KTS  
Visibility      - 5.0 SM  
Cloud Conditions(1st) - 1200 FT OVERCAST  
Cloud Conditions(2nd) - NONE  
Obstructions to Vision- BLOWING SNOW  
Precipitation      - SNOW  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
EAUCLAIR, WI  
Destination  
GRANTSBURG, WI

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - UNK/NR  
Type Approach Flown - VOR/TVOR

Airport Proximity  
ON AIRPORT

Airport Data

GRANTSBURG  
Runway Ident      - 12  
Runway Lth/Wid      - 3000/ 50  
Runway Surface      - ASPHALT  
Runway Status      - SNOW - COMPACTED

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 52  
Biennial Flight Review  
Current      - YES  
Months Since      - 21  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1460  
Last 24 Hrs      - 1  
Make/Model- 921  
Last 30 Days- UNK/NR  
Instrument- UNK/NR  
Last 90 Days- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL THE AIRCRAFT STRUCK A WINDROW AND SWERVED OFF THE RUNWAY. THE PILOT STATED THAT THE WINDS WERE OUT OF 350 DEGREES AT 15 KNOTS GUSTING TO 30.

Brief of Accident (Continued)

File No. - 281

3/20/82

GRANTSBURG, WI

A/C Reg. No. N5252E

Time (Lc1) - 0850 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - TAILWIND
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - GUSTS
5. WEATHER CONDITION - UNFAVORABLE WIND
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

10. 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) 1,2,3,4,5,7,8,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 373      3/24/82      DODGEVILLE, WI      A/C Reg. No. N3060E      Time (Lc1) - 1210 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	1	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-28-236	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	STERLING ROCKFACES, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	DODGEVILLE, WI	DODGEVILLE MUNICIPAL
Wind Dir/Speed- 250/010 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2740/ 100
Cloud Conditions(1st) - 4000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - CONTACT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 708
SE LAND,ME LAND	Months Since - 15	Make/Model- 20
	Aircraft Type - UNK/NR	Instrument- 89
		Multi-Eng - 5
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PILOT WAS AT THE CONTROLS DURING THE LANDING APPROACH. THE APPROACH WAS TO AN UPSLOPING RUNWAY, BUT WITH A TAILWIND COMPONENT. THE AIRCRAFT WAS LANDED LONG. IT CONTINUED OFF THE END OF THE RUNWAY AND COLLIDED WITH A DITCH. THE INSTRUCTOR REPORTED TAKING CONTROL OF THE AIRCRAFT DURING THE LANDING SEQUENCE. HE STATED THAT AS THE PLANE TOUCHED DOWN, HE WAS UNABLE TO SEE THE END OF THE RUNWAY. BY THE TIME HE SAW THE END OF THE RUNWAY, HE JUDGED THAT IT WAS TOO LATE TO GO-AROUND.



Brief of Accident (Continued)

File No. - 373

3/24/82

DODGEVILLE, WI

A/C Reg. No. N3060E

Time (Lcl) - 1210 CST

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
3. AIRSPEED - MISJUDGED - DUAL STUDENT
4. DISTANCE - MISJUDGED - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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) 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. - 275      3/14/82      HUNTINGTON, WV      A/C Reg. No. N7154Q      Time (Lcl) - 1340 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	1	0
Accident Occurred During	-TAKEOFF		Pass 0	0	0	0
			Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL D-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2950	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 - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 320/009 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - 10000 FT SCATTERED</p> <p>Cloud Conditions(2nd) - 20000 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 SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data TRISTATE</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 6500 -UNK/NR</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 505</p> <p>Make/Model- 40</p> <p>Instrument- 2</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT THE ENGINE FAILED AFTER LIFTOFF AT ABOUT THE 3500 FOOT POINT DOWN THE RUNWAY AT APPROXIMATELY 300 FEET AGL. THE RUNWAY HAS 1000 FEET OF OVERRUN AND THE AIRCRAFT CAME TO REST NEAR THE RUNUP AREA FOR RUNWAY 12. THE AIRCRAFT HAD NOT BEEN FLOWN SINCE DECEMBER 1980 AT WHICH TIME 1 HOUR WAS FLOWN OFF THE FULL LOAD SINCE REFUELING. INVESTIGATION REVEALED THE CARBURETOR BOWL CONTAINED ABOUT 3/4 PINT OF WATER.

Brief of Accident (Continued)

File No. - 275

3/14/82

HUNTINGTON, WV

A/C Reg. No. N7154Q

Time (Lc1) - 1340 EST

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Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
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Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

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Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 369      4/22/82      BUCKHANNON,WV      A/C Reg. No. N3155E      Time (Lcl) - 1430 EST

-----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 -LANDING		Other	0	0	0
					None 1 2 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 - 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 - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CHARLESTON,WV	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BUCKHANNON,WV	LEWIS FIELD
Wind Dir/Speed- 360/020 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2670/ 40
Cloud Conditions(1st) - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 114
SE LAND	Months Since - 10	Last 24 Hrs - 10
	Aircraft Type - UNK/NR	Make/Model- 52
		Last 30 Days- UNK/NR
		Instrument- 6
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED MAKING A NORMAL APPROACH TO RUNWAY 26 IN TURBULENT AND WINDY CONDITIONS. HE ESTIMATED THAT THE WIND WAS FROM 360 DEGREES AT 15 TO 20 KNOTS. AFTER THE MAIN WHEELS TOUCHED DOWN, HE ENCOUNTERED A GUST OF WIND THAT HE ESTIMATED WAS ABOVE 30 KNOTS. AT THAT TIME, THE PLANE VEEERD OFF THE RUNWAY AND STRUCK A FENCE.

Brief of Accident (Continued)

File No. - 369

4/22/82

BUCKHANNON,WV

A/C Reg. No. N3155E

Time (Lcl) - 1430 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. FLIGHT TO ALTERNATE DESTINATION - NOT SELECTED - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

7. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,7

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