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NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

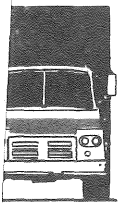
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 3 OF 1982 ACCIDENTS

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16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during calendar year 1982. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft. <p style="text-align: center;">File Numbers: 0401 through 0600</p>			
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FOREWARD

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

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

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

"No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damage growing out of any matter mentioned in such report of 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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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 their own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

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 0401 Through 0600
Issue Number 3

TYPE OF OPERATION SUMMARY

<u>Category</u>	<u>Total Occurrences</u>	<u>Total Fatal Occurrences</u>	<u>Total Number Fatalities</u>
General Aviation	191	59	107
Part 135 (Air Taxi)	13	0	0
Part 135 (Commuter)	0	0	0
Part 121 (Air Carrier)	0	0	0
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Totals	204	59	107

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Washington, D. C. 20594

Summary of 1982 Briefs of Aviation Accidents

File Numbers 0401 Through 0600
Issue Number 3

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)	160	45	82
Fixed-Wing (Multi-Engine)	32	10	18
Rotorcraft	8	2	4
Glider	1	1	1
Balloon	3	1	2
Blimp/Dirigible	0	0	0
	-----	-----	-----
Totals	204	59	107

File Order Listing - Issue No. 3, 1982

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
401	N77029	022082	KROTZ SPRINGS, LA	CESSNA	140	NONE	202
402	N4088H	030682	WHITE PLAINS, NY	MOONEY	M20K	NONE	290
403	N1EJ	022482	DOYLESTOWN, PA	CESSNA	310Q	NONE	328
404	N6135S	030582	MANCHESTER, NH	BEECH	C-24R	NONE	268
405	N9546P	040882	BASIN CITY, WA	PIPER	PA-25-235	NONE	390
406	N5001Z	080482	SNOHOMISH, WA	PIPER	PA-22-108	NONE	402
407	N23209	022882	YERINGTON, NV	PIPER	J3-F65	MINOR	284
408	N1080S	030282	MUSTANG BLK A111, GM	BELL	12	SERIOUS	168
409	N2263K	030182	LAUREL, MS	HOME BUILT	PDQ-2	MINOR	234
410	N53BL	042582	AMES, IA	HOME BUILT	MUSTANG II	NONE	170
411	N3212S	041682	LAKE WALES, FL	CESSNA	182G	NONE	154
412	N2144K	041782	PANAMA CITY, FL	LUSCOMBE	8A	NONE	156
413	N56826	041982	LAKE WALES, FL	PIPER	PA-28-140	NONE	158
414	N8039Q	040782	PITTSBURGH, PA	CESSNA	310	NONE	330
415	N9938M	040982	NEAR NIGHTMUTE, AK	CESSNA	206	MINOR	20
416	N9131F	041982	DARRINGTON, WA	HUGHES	500C	NONE	396
417	N4897	042582	S. OF ECHO, OR	GRUMMAN	G-164A	NONE	320
418	N4518U	050282	SUNRIVER, OR	GRUMMAN	AA-5B	NONE	322
419	N1075F	041182	POCATELLO, ID	CESSNA	172N	MINOR	176
420	N13809	041682	ATHOL, ID	EVANS	VP2	MINOR	178
421	N64227	051682	JORDAN VALLEY, OR	CESSNA	180K	NONE	326
422	N58754	030682	CRESWELL, OR	CESSNA	182P	NONE	308
423	N6701F	050582	GRANDE RONDE, OR	CESSNA	150F	NONE	324
424	N9231W	041782	ESPANOLA, WA	WEATHERLY	201C	NONE	394
425	N28492	050182	SALMON, ID	GRUMMAN	AA-5B	NONE	180

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
426	N4510H	013082	AVALON, CA	MOONEY	M20J	NONE	68
427	N5481S	020182	LAS VEGAS, NV	CESSNA	TR182	NONE	282
428	N34ER	041582	PAULDEN, AZ	GRUMMAN	AA-5B	NONE	44
429	N29500	050482	NORTH LAS VEGAS, NV	PIPER	PA-28-161	NONE	288
430	N35919	040182	WINTERS, CA	CESSNA	206-F	NONE	108
431	N4339Z	050782	NORTH LOUP, NE	PIPER	PA-18	NONE	264
432	N4736B	042482	GRAIN VALLEY, MO	CESSNA	152	NONE	228
433	N5067K	050882	HAYITT, MO	BELLANCA	8KCAB	NONE	230
434	N5938J	050982	GREENSBORO, NC	CESSNA	A150L	NONE	258
435	N5919J	042982	LEONARDTOWN, MD	CESSNA	A150	NONE	206
436	N704FC	050282	PADUCAH, KY	CESSNA	150	NONE	196
437	N2229L	041882	GREENSBORO, NC	BEECH	C23-180	NONE	254
438	N7570L	041582	CLEMSON, SC	PIPER	PA-31	NONE	342
439	N7266R	030982	TAFT, CA	BEECH	V35B	NONE	92
440	N99242	030982	DELAND, CA	HILLER	12E	NONE	90
441	N792BR	040382	NAPA, CA	BEECH	D55	NONE	110
442	N4021A	021982	BRAWLEY, CA	BELL	47G2	NONE	76
443	N28912	010382	10 NM W LEE VINING, CA	GRUMMAN	AA-5B	FATAL	50
444	N33KC	031882	RICHMOND, IN	CESSNA	421	FATAL	188
445	N5672X	041682	KETTLEMAN CITY, CA	AVRES CORP.	S-2R	NONE	114
446	N1145P	030682	SUMMERLAND, FL	PIPER	PA-23	NONE	152
447	N3574D	011782	TULUKSAK, AK	CESSNA	170B	NONE	8
448	N63536	021582	FAYETTEVILLE, NC	CESSNA	150M	MINOR	250
449	N4812A	022182	ALLIANCE, NE	PIPER	PA-22-150	SERIOUS	260
450	N5739Y	032682	AUSTIN, TX	BELL	206	FATAL	380

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
451	N4681T	030882	LIVINGSTONE, MT	CESSNA	TR182	FATAL	240
452	N5218J	020982	NEWPORT NEWS, VA	CESSNA	402B	NONE	386
453	N9WF	031482	CHEYENNE, WY	CESSNA	210M	MINOR	408
454	N80243	041882	CLARKSVILLE, AR	STAMPE RENAR	SV4B	SERIOUS	26
455	N8933K	041482	FACTORYVILLE, PA	STINSON	108-1	NONE	334
456	N2224R	041882	SELLERSBURG, IN	RAVEN	RX-6	NONE	190
457	N4940G	041582	TRENTON, NJ	CESSNA	172N	MINOR	272
458	N1519T	031282	ATLANTIC CITY, NJ	PIPER	PA-34-200	NONE	270
459	N49942	041882	BUTLER, PA	FAIRCHILD	PT-19	NONE	336
460	N84344	033082	FAIRMONT, MN	CESSNA	172K	NONE	216
461	N5358J	022282	WESTERLY, RI	CESSNA	421C	NONE	338
462	N2933W	042482	HARTLINE, WA	WEATHERLY	201A	MINOR	398
463	N41141	042282	TAMPA, FL	PIPER	J5A	NONE	162
464	N9033B	042182	VERO BEACH, FL	ROBINSON	R-22	MINOR	160
465	N8419J	031082	MARLBORO, MA	VARGA	2150A	MINOR	204
466	N3343S	010582	BETHEL, AK	CESSNA	A185F	SERIOUS	4
467	N5621M	031382	WILLOW, AK	TAYLORCRAFT	BC12-D	MINOR	16
468	N2114Q	040682	10 EAST OF TILLER, OR	CESSNA	177RG	SERIOUS	318
469	N5266P	021282	PLEASANT HILL, OH	PIPER	PA-24-250	SERIOUS	296
470	N677F	060382	ITHACA, NY	BEECHCRAFT	B-55	FATAL	292
471	N45453	012382	NEWPORT RICHEY, FL	CESSNA	150M	NONE	138
471	N32555	012382	NEWPORT RICHEY, FL	PIPER	PA-34-200T	NONE	136
472	N1GF	022182	LAKERVILLE, MN	PIPER	PA-28-140	NONE	214
473	N1810J	041882	CARO, MI	PIPER	PA-28-140	NONE	212
474	N7644F	020682	EAST LANSING, MI	PIPER	PA-28-181	NONE	210

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475	N4178L	041282	MARION, IL	CESSNA	172	NONE	184
476	N3738J	031282	BOULDER, CO	BEECH	A36TC	NONE	130
477	N3691J	042882	CAMAS, WA	CESSNA	150G	NONE	400
478	N83764	031382	HAILEY, ID	PIPER	PA-32-301T	NONE	174
479	N1729U	012182	PORT GRAHAM, AK	CESSNA	207	MINOR	10
480	N8456Q	020982	FORT YUKON, AK	CESSNA	185	NONE	12
481	N3404A	022682	BETHEL, AK	PIPER	PA-20	NONE	14
482	N1459T	011582	NEAR NUIQSUT, AK	DEHAVILLAND	DHC-2-MK3	NONE	6
483	N752TA	032482	MARANA, AZ	BOEING	707-123B	NONE	40
484	N7860V	012382	VICTORVILLE, CA	MOONEY	M20C	FATAL	60
484	N32380	012382	VICTORVILLE, CA	PIPER	PA-28-235	FATAL	62
485	N6497S	041082	TUSCON, AZ	CESSNA	150	NONE	42
486	N9611P	052082	SALEM, MO	PIPER	PA-25-235	NONE	232
487	N54576	041982	MORRISTOWN, NJ	CESSNA	172	NONE	274
488	N32329	032482	DAVENPORT, NE	PIPER	PA-28-140	FATAL	262
489	N82622	031782	NEAR STERLING CITY, TX	PIPER	PA-18-150	FATAL	378
490	N14779	010282	HOMER, LA	BELLANCA	17-30A	MINOR	198
491	N11578	020382	PARADISE VALLEY, AZ	MOONEY	M20J	FATAL	34
492	N2240H	021482	QUINCY, CA	BELL	214B-1	FATAL	74
493	N6894L	021182	BRENHAM, TX	PIPR	PA-60-602P	FATAL	366
494	N70014	100382	PIEDMONT, SC	EAGLE	C-7	FATAL	346
495	N53731	022182	NEAR TEXARKANA, TX	BELLANCA	7GCBC	FATAL	370
496	N4660W	020782	AURORA, OR	ROCKWELL COM	112TCA	SERIOUS	304
497	N7590R	022082	FORT SUMNER, NM	CESSNA	182Q	FATAL	276
498	N8517Z	022582	DALLAS, TX	BEECH	D18S	NONE	372

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
499	N747CE	020682	FT. PIERCE, FL	PIPER	PA-31	SERIOUS	144
500	N5111D	020182	CRYSTAL RIVER, FL	CESSNA	172	SERIOUS	140
501	N2272D	022382	WATROUS, NM	BELL	206B	FATAL	278
502	N7148N	020982	CIBOLO, TX	BEECH	V35A	FATAL	364
503	N213EH	020182	HITCHCOCK, TX	AEROSPATIALE	SA-360C	SERIOUS	360
504	N9479M	020882	NASHVILLE, TN	CESSNA	182P	MINOR	348
505	N2887Z	020882	SANDERSON, TX	PIPER	PA-18A-150	FATAL	362
506	N37768	021482	JACKSONVILLE, NC	PORTERFIELD	CP-65	FATAL	248
507	N3802E	022082	SAINT JO, TX	PIPER	PA-36-375	FATAL	368
508	N9243W	022482	WASCO, OR	WEATHERLY	201C	NONE	306
509	N80667	021982	TORRANCE, CA	QUICKIE		NONE	78
510	N2394Y	030482	FLOYDADA, TX	PIPER	PA-36	FATAL	374
511	N4955K	032782	MORGAN HILL, CA	STINSON	108-2	FATAL	106
512	N2231W	031882	KNIGHTDALE, NC	BEDE	BD-4	FATAL	252
513	N59366	030882	MOUNT ANGLE, OR	HILLER	UH-12E	MINOR	310
514	N7497J	030882	CAPTINTERIA, CA	PIPER	PA-28R-180	SERIOUS	88
515	N731AT	033182	CARTER, MT	CESSNA	A188B	NONE	244
516	N303RM	031182	NASHVILLE, TN	BEECH	95-55	NONE	350
516	N5253J	031182	NASHVILLE, IN	CESSNA	310	NONE	186
517	N6978H	031582	PAXSON, AK	CESSNA	185	NONE	18
518	N4734D	032682	LIVERMORE, CA	CESSNA	182	NONE	104
519	N8492B	031082	TUCSON, AZ	HATZ	CB-1	NONE	38
520	N21409	031282	BLYTHE, CA	CESSNA	182	MINOR	94
521	N2935S	031282	ALBANY, OR	PIPER	PA-28-181	NONE	312
522	N5870F	031382	ETIWANDA, CA	CESSNA	210G	FATAL	100

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523	N7498X	031382	LANCASTER, CA	CESSNA	172	NONE	96
524	N82013	041682	COLUMBIA, SC	PIPER	PA-34-200J	NONE	344
525	N1814B	041682	RICHLAND, WA	BEECH	77	SERIOUS	392
526	N37990	042682	HOT SPRINGS, VA	BEECH	90	NONE	388
527	N72AV	042482	LONGMONT, CO	AVIAN BALLOON	SKYHAWK	SERIOUS	132
528	N1774B	042782	CHAPELL HILL, TX	BOEING	A75	FATAL	384
529	N1524U	040382	MASTERSON, TX	BALLOON WORK	7-B	SERIOUS	382
530	N2296G	040282	ALBANY, OR	CESSNA	182	NONE	316
531	N4SN	041582	CONCORD, CA	RUTAN	VARIEZE	NONE	112
532	N7820F	041782	WADSWORTH, NV	CESSNA	150	FATAL	286
533	N667WT	042182	HEARST, CA	BEECH	A36TC	FATAL	116
534	N21551	042582	HAYWARD, CA	CESSNA	172N	MINOR	120
535	N5593V	022182	AVALON, CA	PIPER	PA-28-181	SERIOUS	84
536	N700W	030882	CHARLOTTE, TX	BEECH	E18S	MINOR	376
537	N93846	030282	TOPEKA, KS	ERCOUPE	415-C	FATAL	194
538	N737QS	032082	GREENFIELD, TN	CESSNA	172N	FATAL	352
539	N6346Q	031382	NAVATO, CA	CESSNA	152	NONE	98
540	N4899F	030682	BOULDER, CO	CESSNA	172	SERIOUS	128
541	N5608J	031782	HULEN, OR	CESSNA	172N	FATAL	314
542	N1884J	050282	MESCALERO, NM	PIPER	PA-28-140	FATAL	280
543	N12013	051082	COZAD, NE	MAULE	M-4	NONE	266
544	N1035G	050282	STATESVILLE, NC	HUDSON	2-2-2E	FATAL	256
545	N7761M	011982	CEDAR VALE, KS	MOONEY	M20F	FATAL	192
546	N35147	011982	WOLF PT., MT	CESSNA	177B	FATAL	238
547	N2195G	010982	STEAMBOAT SPRINGS, CO	CESSNA	182A	NONE	124

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548	N80264	010882	ODESSA, FL	CESSNA	172M	FATAL	134
549	N7219S	012382	SAGINAW, TX	CESSNA	150H	SERIOUS	358
550	N9413G	012682	MUSKOGEE, OK	CESSNA	A188B	SERIOUS	300
551	N4438D	011982	STILLWATER, OK	BEECH	G35	FATAL	298
552	N9181Y	011782	PORT MANSFIELD, TX	PIPER	PA-31	FATAL	356
553	N68812	010282	YPSILANTI, MI	CESSNA	152	NONE	208
554	N824CB	011982	KINGMAN, AZ	BEACHNER	QUICK SILV	MINOR	30
555	N2332C	011182	SAQUACHE, CO.	CESSNA	180	NONE	126
556	N5173R	013082	OAKDALE, CA	CESSNA	TR182	FATAL	64
557	N8172B	012382	LAPINE, OR	CESSNA	172	FATAL	302
558	N1698M	010782	LARELO, TX	CURTIS	C46	NONE	354
559	N7641A	010282	SKWENTA, AK	CESSNA	180	FATAL	2
560	N40291	012182	BAGDAD, AZ	PIPER	PA-23-250	SERIOUS	32
561	N4520K	010582	RAMONA, CA	NAVION	A	FATAL	52
562	N381JH	011782	MOJAVE, CA	BEDE	BD-5B	FATAL	54
563	N8WA	022082	MORGAN HILL, CA	PITTS	51	MINOR	80
564	N23069	010382	GREENOUGH, MT	AIR TRACTOR	AT-301	NONE	236
565	N5067C	020182	SONOMA, CA	BELLANCA	7ECA	NONE	72
566	N3166J	020282	JEANERETTE, LA	CESSNA	150G	FATAL	200
567	N1434Q	012982	DARLINGTON, SC	CESSNA	150	FATAL	340
568	N8424B	022182	MARCELINE, MO	PIPER	PA-32R-301	NONE	226
569	N5295R	011882	DOWNIEVILLE, CA	CESSNA	172M	FATAL	56
570	N7361P	020782	W. OF HOMESTEAD, FL	PIPER	PA-24-180	FATAL	146
570	N2280G	020782	W. OF HOMESTEAD, FL	CESSNA	182B	FATAL	148
571	N10VS	010382	PINEHURST, NC	BEECHCRAFT	BE-58	FATAL	246

File Order Listing - Issue No. 3, 1982

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
572	N54288	013082	BIG BEAR, CA	CESSNA	172	NONE	66
573	N8299F	021082	JESSUP, GA	CESSNA	401	NONE	166
574	N5552F	021882	HYTOP, AL	PIPER	PA-28-140	FATAL	24
575	N24CC	021182	MIAMI, FL	CESSNA	421	FATAL	150
576	N491A	022482	HURON, CA	BEECH	BE-95-C55	FATAL	86
577	N4906G	022182	CATALINA ISLAND, CA	CESSNA	172N	MINOR	82
578	N4947K	012182	BOISE, ID	CESSNA	P210N	FATAL	172
579	N207CB	010882	NEW PHILADELPHIA, OH	PIPER	PA-28-140	FATAL	294
580	N6995Y	011082	WHEELING, IL	PIPER	23-250	NONE	182
581	N4EE	041782	8 S. OF PAGE, AZ	HUGHES	369HS	FATAL	46
582	N24082	042282	APPLE VALLEY, CA	PIPER	PA-38-112	FATAL	118
583	N2596K	013182	EL CAJON, CA	CESSNA	180K	NONE	70
584	N87935	012182	DOS PALOS, CA	AIRTRACTOR	301	NONE	58
585	N738XP	010582	SPRINGERVILLE, AZ	CESSNA	TR182	NONE	28
586	N9259	012682	LEE'S SUMMIT, MO	CESSNA	172N	NONE	222
587	N40625	042082	WICKENBURG, AZ	MAULE	M-4	NONE	48
588	N575CF	032582	LAUREL, MT	CESSNA	T182RG	NONE	242
589	N6274H	042982	NEW STUYAHOK, AK	CESSNA	207	MINOR	22
590	N2531U	041082	ALLENTOWN, PA	PIPER	PA-28-181	NONE	332
591	N68710	042782	NEW LONDON, WI	CESSNA	152	NONE	404
592	N231AM	031782	ALPINE, CA	MOONEY	M20K	FATAL	102
593	N5792E	042382	BLAINE, MN	CESSNA	150	NONE	218
594	N53801	042482	MAPLE LAKE, MN	BELLANCA	7ECA	NONE	220
595	N90286	020482	ORMAND BEACH, FL	ROBINSON	R-22	FATAL	142
596	N6521K	042382	MALONE, FL	GRUMMAN	G-164	FATAL	164

File Order Listing - Issue No. 3, 1982

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
597	N7583H	051082	DUNBAR, WV	PIPER	PA-12	FATAL	406
598	N4802W	022482	SAN SIMON, AZ	ROCKWELL	COMMANDER	SERIOUS	36
599	N31825	043082	MARKLEEVILLE, CA	CESSNA	182E	NONE	122
600	N7947Z	021382	GRAIN VALLEY, MO	CESSNA	150	NONE	224

Five Briefs of Accidents were in error when originally released in 1982 Issue 2, Brief Publication NTSB/AAB-83-04.

The corrected Briefs of Accidents follow.

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 (Lcl) - 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	Weather Radar - UNK/NR
No. of Seats - 1	Rated Power - 22 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UPLAND, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 060/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 10000 FT BROKEN	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3553
SE LAND, ME LAND	Months Since - 2	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 583
		Multi-Eng - 235
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 48
		Rotorcraft - 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

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 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			
	MINOR	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 -TAXI		Other 0	0	0	2

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

Make/Model - BOEING A75N1	Eng Make/Model - P & W R-985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2717	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MEDFORD-JACKSON
Wind Dir/Speed- 360/003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 25000 FT OVERCAST	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 - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3060
SE LAND, ME LAND	Months Since - 7	Make/Model- 750
	Aircraft Type - UNK/NR	Instrument- 15
		Multi-Eng - 200
		Last 24 Hrs - 3
		Last 30 Days- 18
		Last 90 Days- 35

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

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

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

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	HALF MOON BAY
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 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
		Instrument- UNK/NR
		Last 30 Days- 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 (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. - 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	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -TAXI		Other 0	0	0	1

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

Make/Model - TAYLORCRAFT BC12-D	Eng Make/Model - CONTINENTAL A-75	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 75 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	MEDFORD-JACKSON COUNTY
Wind Dir/Speed- 360/003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 25000 FT OVERCAST	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 - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 152
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 152
		Instrument- 4
		Last 30 Days- 6
		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 (Lc1) - 1055 PST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 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)	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	-TAXI		Other	0	0	0	1
				0	0	0	0

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

Make/Model	- TAYLORCRAFT BC12-D	Eng Make/Model	- CONTINENTAL A-75-8	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 75 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 180/005 KTS	HALF MOON BAY	
Visibility	- 50.0 SM	Runway Ident	- 12
Cloud Conditions(1st)	- NONE	Runway Lth/Wid	- 4200 -UNK/NR
Cloud Conditions(2nd)	- NONE	Runway Surface	- N/A
Obstructions to Vision	- NONE	Runway Status	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1417	Last 24 Hrs - 2
SE LAND	Months Since - 23	Make/Model - 656	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 86	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 (Lc1) - 1400 PST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

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

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

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 3 OF 1982 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 559 1/02/82 SKWENTA,AK

A/C Reg. No. N7641A

Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - CESSNA 180
Landing Gear - SKI
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 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- 007/007 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - 4500 FT SCATTERED
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WASILLA,AK
Destination
SKWENTNA,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 - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

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

Pilot-In-Command

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

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	- 600	Last 24 Hrs.	- 1
Make/Model-	155	Last 30 Days-	UNK/NR
Instrument-	6	Last 90 Days-	21

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT DEPARTED FINGER LAKE AT APPROXIMATELY 1000 AST FOR A SHORT ICE FISHING TRIP TO FISH LAKES. THE AIRCRAFT NEVER RETURNED AND A SEARCH WAS STARTED. THE WRECKAGE WAS LOCATED NEAR THE KAHILTNA RIVER ABOUT 5 MILES FROM THE INTENDED DESTINATION ON 1/11/82.

Brief of Accident (Continued)

File No. - 559

1/02/82

SKWENTA,AK

A/C Reg. No. N7641A

Time (Lc1) - UNK/NR

Occurrence UNDETERMINED

Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 466 1/05/82 BETHEL, AK A/C Reg. No. N3343S Time (Lcl) - 0939 AST

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

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

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

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520-D24	ELT Installed/Activated - YES/YES
Landing Gear - SKI/WHEEL	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NAPAKIAK, AK	BETHEL
Wind Dir/Speed- 330/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4000/ 150
Cloud Conditions(1st) - UNK/NR	Type of Clearance - VFR FLT FOLLOWING	Runway Surface - MACADAM
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
CFI	Current - YES	Total - 6000
SE LAND, ME LAND, SE SEA	Months Since - 7	Make/Model- 1105
	Aircraft Type - C-185	Instrument- UNK/NR
		Multi-Eng - 775
		Last 24 Hrs - 4
		Last 30 Days- 40
		Last 90 Days- 260

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN A PASSENGER ARRIVED FOR A CHARTER FLIGHT, THE INTENDED AIRCRAFT WOULD NOT START. THEREFORE, CESSNA A185F, N3343S, A WHEEL/SKI EQUIPPED AIRCRAFT WAS SELECTED FOR THE FLIGHT. THE PILOT INDICATED THAT THE TEMPERATURE HAD BEEN EXTREMELY COLD ON THE PRECEEDING NIGHT. HE INDICATED THAT HE HAD PREVIOUSLY PREHEATED AND HAD RUN-UP THE AIRCRAFT, THEN REPLACED THE ENGINE COVER AND PLUGGED-IN THE HEATER. THE PILOT INDICATED THAT HE CYCLED THE PROPELLER ONCE WHILE TAXIING TO THE RUNWAY. HOWEVER, THE OIL TEMPERATURE WAS NOT YET IN THE OPERATING RANGE. AT THE AMBIENT TEMPERATURE OF -21 DEGREES FAHRENHEIT, IT WOULD NOT HEAT UP AT THE LOW POWER SETTING NECESSARY FOR TAXIING. THE TAKEOFF WAS NORMAL UNTIL THE PILOT REDUCED THE PROPELLER RPM. SHORTLY THEREAFTER, THE ENGINE SURGED. THE PILOT ATTRIBUTED THE SURGE TO COLD OIL IN THE GOVERNOR SYSTEM AND ELECTED TO RETURN TO THE AIRPORT AND LAND. REPORTEDLY, THE PILOT DIVERTED HIS ATTENTION DURING THE TURN. THE AIRCRAFT STALLED AND STRUCK THE GROUND DURING A RECOVERY.

Brief of Accident (Continued)

File No. - 466

1/05/82

BETHEL, AK

A/C Reg. No. N3343S

Time (Lc1) - 0939 AST

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

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. FLUID,OIL - TOO COLD
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. PROPELLER SYSTEM/ACCESSORIES - ERRATIC

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

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND

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) 2,3,4,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 482 1/15/82 NEAR NUIQSUT, AK A/C Reg. No. N1459T Time (Lcl) - 1700 AST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage	Injuries			
	ON-DEMAND AIR TAXI	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass 0	0	0	3
Accident Occurred During	-LANDING		Other 0	0	0	0

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

Make/Model	- DEHAVILLAND DHC-2-MK3	Eng Make/Model	- P&W PT6A-20	ELT Installed/Activated	- YES/NO
Landing Gear	- SKI/WHEEL	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5370	Engine Type	- TURBOPROP	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 550 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UMIAT, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	(REMOTE FIELD), AK	Runway Ident - N/A
Wind Dir/Speed - UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - UNK/NR	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - CONTACT	
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI, ATP	Current - YES	Total - 5974
SE LAND, ME LAND, SE SEA	Months Since - 5	Last 24 Hrs - 7
	Aircraft Type - DHC-6	Make/Model - 300
		Last 30 Days - 81
		Instrument - 178
		Last 90 Days - 293
		Multi-Eng - 1200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

EARLIER IN THE DAY, THE PILOT RECEIVED INFORMATION ABOUT THE LANDING AREA. HE UNDERSTOOD THAT THE LANDING AREA WOULD BE CLEARED OR PREPARED AND BE DEFINED BY FLARE POTS. HE BELIEVED HE WOULD BE LANDING ON A FROZEN RIVER. DURING ARRIVAL AFTER DARK, HE FLEW OVERHEAD TO LOOK AT THE LANDING AREA. FROM THE AIR, THE PILOT PERCEIVED THAT THE LANDING AREA WAS ADEQUATE AND HAD BEEN PREPARED BY GROUND PERSONNEL. ON SHORT FINAL, HE SAW A BERM ACROSS THE APPROACH END WHICH TENDED TO CONFIRM THAT THE STRIP HAD BEEN LEVELED OR PREPARED. THE PLANE WAS LANDED ON SKIS WITH THE WHEELS RETRACTED. AFTER TOUCHDOWN, THE PILOT SELECTED REVERSE THRUST TO SLOW THE PLANE. WHILE SLOWING THROUGH ABOUT 30 KNOTS. THE PLANE HIT A THREE FOOT FROZEN SNOWBANK AND WAS DAMAGED. THIS WAS THE PILOT'S FIRST LANDING AT THIS LOCATION. THE LANDING AREA WAS UNIMPROVED. ROLLING, SNOW COVERED TUNDRA WITH TEN INCH SNOWDRIFTS.

Brief of Accident (Continued)

File No. - 482

1/15/82

NEAR NUIQSUT, AK

A/C Reg. No. N1459T

Time (Lc1) - 1700 AST

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

Finding(s)

1. AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL
 2. LIGHT CONDITION - DARK NIGHT
 3. TERRAIN CONDITION - SNOW COVERED
 4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. TERRAIN CONDITION - SNOWBANK
-

----Probable Cause----

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

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. - 447 1/17/82 TULUKSAK,AK

A/C Reg. No. N3574D

Time (Lcl) - 1500 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1
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 170B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 4

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

ELT Installed/Activated - YES/YES
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- 140/020 KTS
Visibility - 3.0 SM
Cloud Conditions(1st) - 1100 FT UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BETHEL,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 - NONE
Type of Clearance - NONE
Type Approach Flown - CONTACT

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

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

Total - 1400	Last 24 Hrs - 4
Make/Model- 600	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT ON RETURNING TO BETHEL THE WEATHER WAS BAD SO HE LANDED AT TULUKSAK. THE WEATHER CLEARED AND THE PILOT ATTEMPTED TO RETURN TO BETHEL. AFTER TAKEOFF THE PILOT STATED THAT HE LOST VISUAL CONTACT WITH THE GROUND DURING A 180 DEGREE TURN TO LAND AND IMPACTED A RIVER BANK.

Brief of Accident (Continued)

File No. - 447

1/17/82

TULUKSAK, AK

A/C Reg. No. N3574D

Time (Lcl) - 1500 AST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - WHITEOUT
3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
4. BECAME LOST/DISORIENTED - 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. - 479 1/21/82 PORT GRAHAM, AK A/C Reg. No. N1729U Time (Lcl) - 1130 AST

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

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

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

Make/Model	- CESSNA 207	Eng Make/Model	- CONTINENTAL IO-520F	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 2	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	HOMER, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PORT GRAHAM, AK	ENGLISH BAY
Wind Dir/Speed - 330/005 KTS		Runway Ident - 01
Visibility - 30.0 SM	ATC/Airspace	Runway Lth/Wid - 1800/ 40
Cloud Conditions(1st) - 3500 FT OVERCAST	Type of Flight Plan - VFR	Runway Surface - GRAVEL
Cloud Conditions(2nd) - UNK/NR	Type of Clearance - NONE	Runway Status - SNOW - DRY
Obstructions to Vision - NONE	Type Approach Flown - CONTACT	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4226	Last 24 Hrs - 1
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model - 47	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 52	Last 90 Days - 99
		Multi-Eng - 17	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING A BASE TO FINAL TURN, THE AIRCRAFT WAS BLOWN SLIGHTLY OFF THE CENTER LINE OF THE RUNWAY. ALSO, HE REPORTED ENCOUNTERING A WIND SHEAR EFFECT FROM A NEARBY BLUFF. AS THE PLANE DRIFTED TO THE RIGHT, IT COMMENCED A HIGH SINK RATE AND THE PILOT ADDED POWER. HOWEVER, THE RIGHT MAIN LANDING GEAR STRUCK A SNOWBERM AT THE EDGE OF THE RUNWAY. THE PLANE CONTINUED IN A RELATIVELY STRAIGHT LINE FOR ABOUT 75 TO 80 FT, THEN NOSED OVER.

Brief of Accident (Continued)

File No. - 479

1/21/82

PORT GRAHAM, AK

A/C Reg. No. N1729U

Time (Lc1) - 1130 AST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - WINDSHEAR
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. TERRAIN 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. - 480 2/09/82 FORT YUKON, AK A/C Reg. No. N8456Q Time (Lcl) - 1411 AST

-----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	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-TAXI		Other	0	0	0	0

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

Make/Model	- CESSNA 185	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/YES
Landing Gear	- SKI/WHEEL	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	FAIRBANKS, AK
Wind Dir/Speed	- 260/010 KTS	ATC/Airspace
Visibility	- 80.0 SM	Type of Flight Plan
Cloud Conditions(1st)	- NONE	- VFR
Cloud Conditions(2nd)	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Approach Flown
Condition of Light	- DAYLIGHT	- NONE

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

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

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 24500	Last 24 Hrs - 1
SE LAND, SE SEA	Months Since - 4	Make/Model - 1500	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 1600	Last 90 Days - 100
		Multi-Eng - 2500	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD LANDED THE WHEEL/SKI EQUIPPED AIRCRAFT AT A FIELD SITE TO PICK-UP A PASSENGER. WHILE TAXIING IN SNOW, ESTIMATED TO BE 14 TO 15 INCHES DEEP, THE RIGHT SKI HIT SOMETHING IN THE SNOW AND THE PLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 480

2/09/82

FORT YUKON, AK

A/C Reg. No. N8456Q

Time (Lcl) - 1411 AST

Occurrence ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 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. - 481 2/26/82 BETHEL, AK A/C Reg. No. N3404A Time (Lcl) - 1740 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew 0
Pass 0
Other 0

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

Make/Model - PIPER PA-20
Landing Gear - SKI
Max Gross Wt - 1950
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 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- 010/010 KTS
Visibility - 0.0
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FIELD SITE, AK
Destination
BETHEL, AK

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

KUSKOKWIM RIVER
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ICE
Runway Status - ICE

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

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

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 - 384
Make/Model- 300
Instrument- UNK/NR
Last 24 Hrs - 3
Last 30 Days- 3
Last 90 Days- 3

GLIDER

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS TAXIING TO THE TIE-DOWN AREA WHEN THE RIGHT SKI/LANDING GEAR FAILED. THE PILOT ATTRIBUTED THE FAILURE TO AGE AND NOTED THAT ICE LANDINGS ARE HARD ON SKI EQUIPPED AIRCRAFT.

Brief of Accident (Continued)

File No. - 481

2/26/82

BETHEL, AK

A/C Reg. No. N3404A

Time (Lc1) - 1740 AST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - ICY
2. LANDING GEAR, MAIN GEAR - UNDETERMINED

----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. - 467 3/13/82 WILLOW, AK A/C Reg. No. N5621M Time (Lcl) - 1330 AST

-----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 - APPROACH

Fire
NONE

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

Make/Model - TAYLORCRAFT BC12-D
Landing Gear - SKI
Max Gross Wt - 1280
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-8-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 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 PILOT
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/002 KTS
Visibility - 80.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WILLOW, AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WILLOW AIRPORT
Runway Ident - 31
Runway Lth/Wid - 1500/ 105
Runway Surface - SNOW
Runway Status - SNOW - DRY

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 359
Make/Model- 101
Instrument- 3
Last 24 Hrs - 1
Last 30 Days- 1
Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER OF THE AIRCRAFT WAS A STUDENT PILOT. SHE ASKED A PRIVATE PILOT TO ACCOMPANY HER AFTER SHE HAD SKIS INSTALLED ON THE AIRCRAFT. SHE HAD BEEN INDORSED FOR SOLO FLIGHT IN THE AIRCRAFT, BUT HAD NO QUALIFIED INSTRUCTION ON SKI OPERATIONS. THE PRIVATE PILOT STATED THAT HE WAS THE PILOT-IN-COMMAND. THE ACCIDENT OCCURRED WHILE THE STUDENT PILOT WAS PRACTICING TOUCH AND GO LANDINGS UNDER THE OBSERVATION OF THE PRIVATE PILOT. WHILE TURNING FROM BASE TO FINAL APPROACH, THE STUDENT FELT SHE WAS NOT IN THE BEST POSITION FOR LANDING. SHE SAID THE ENGINE DID NOT RESPOND WHEN SHE ELECTED TO GO-AROUND. SHORTLY AFTER THAT THE PLANE STALLED AND CRASH LANDED ON THE EDGE OF THE RUNWAY. A CURSORY EXAMINATION OF THE ENGINE AND FUEL SYSTEM REVEALED NO DISCREPANCIES.

Brief of Accident (Continued)

File No. - 467

3/13/82

WILLOW, AK

A/C Reg. No. N5621M

Time (Lc1) - 1330 AST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND
2. GO-AROUND - INITIATED - DUAL STUDENT
3. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - DUAL STUDENT
5. STALL - INADVERTENT - DUAL STUDENT

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 517 3/15/82 PAXSON,AK A/C Reg. No. N6978H Time (Lcl) - 0915 AKT

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

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries	
ON-DEMAND AIR TAXI	SUBSTANTIAL		Fatal	None
Type of Operation	Fire	Crew	0	1
Flight Conducted Under	NONE	Pass	0	2
Accident Occurred During		Other	0	0
-TAXI				

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

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-520D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3350	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GULKANA,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PAXSON,AK	FROZEN PAXSON LAKE
Wind Dir/Speed- CALM		Runway Ident - N/A
Visibility - 8.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 1500 FT BROKEN	Type of Flight Plan - VFR	Runway Surface - SNOW
Cloud Conditions(2nd) - NONE	Type of Clearance - NONE	Runway Status - SNOW - CRUSTED
Obstructions to Vision- BLOWING SNOW	Type Approach Flown - NONE	
Precipitation - SNOW SHOWER		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4342
SE LAND,SE SEA	Months Since - 12	Make/Model- 1454
	Aircraft Type - UNK/NR	Instrument- 107
		Multi-Eng - 22
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING ON A SNOW COVERED, FROZEN LAKE, THE PILOT BEGAN TO TAXI TO THE DESIRED PARKING SPOT. WHILE TAXIING, THE AIRCRAFT ENCOUNTERED AN AREA OF SMOOTH ICE UNDER THE SNOW AND BEGAN TO SLIDE SIDEWAYS. THE RIGHT SKI DROPPED THROUGH AN OVERFLOW AREA ON THE ICE. SUBSEQUENTLY, THE RIGHT WING SPAR, AILERON, AND ELEVATOR WERE DAMAGED.

Brief of Accident (Continued)

File No. - 517

3/15/82

PAXSON,AK

A/C Reg. No. N6978H

Time (Lcl) - 0915 AKT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - ICY
2. TERRAIN CONDITION - SNOW COVERED
3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 415 4/09/82 NEAR NIGHTMUTE, AK A/C Reg. No. N9938M Time (Lcl) - 1225 AST

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

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

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

Make/Model	- CESSNA 206	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	- 2	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	BETHEL, AK	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- IMC	TANUNAK, AK	
Wind Dir/Speed	- 180/020 KTS	ATC/Airspace	Runway Ident
Visibility	- 0.0	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- 1100 FT OVERCAST	Type of Clearance	- N/A
Cloud Conditions(2nd)	- UNK/NR	Type Approach Flown	- N/A
Obstructions to Vision	- UNK/NR		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total	- 5683
SE LAND, ME LAND	Months Since - 3	Make/Model	- 1200
	Aircraft Type - C-206	Instrument	- 376
		Multi-Eng	- 3320
		Last 24 Hrs	- 2
		Last 30 Days	- 29
		Last 90 Days	- 102

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT STATED THAT DURING FLIGHT THE AIRCRAFT INADVERTENTLY DRIFTED NORTH OF HIS INTENDED FLIGHT PATH INTO AN AREA OF HIGHER TERRAIN. WHEN THE AIRCRAFT ENCOUNTERED A WHITEOUT CONDITION THE PILOT ELECTED TO TURN TO THE RIGHT TOWARD WHAT HE OBSERVED AS BETTER VISIBILITIES RATHER THAN TOWARDS LOWER TERRAIN. THE AIRCRAFT STRUCK A SNOW COVERED SLOPE IN LEVEL FLIGHT.

Brief of Accident (Continued)

File No. - 415

4/09/82

NEAR NIGHTMUTE, AK

A/C Reg. No. N9938M

Time (Lc1) - 1225 AST

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

Finding(s)

1. WEATHER CONDITION - WHITEOUT
 2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

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

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

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

Brief of Accident

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

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

---Environment/Operations Information---

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

Instrument Rating(s) - AIRPLANE

---Narrative---

PAGE 22

Brief of Accident (Continued)

File No. - 589

4/29/82

NEW STUYAHOK, AK

A/C Reg. No. N6274H

Time (Lcl) - 1100 ADT

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

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. TERRAIN CONDITION - SNOW COVERED
 4. UNSAFE/HAZARDOUS CONDITION WARNING - ISSUED - PILOT IN COMMAND
 5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 574 2/18/82 HYTOP,AL

A/C Reg. No. N5552F

Time (Lcl) - 2340 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 -CRUISE

Fire Crew
NONE Pass
Other

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

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

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Wind Dir/Speed- 200/003 KTS
Visibility - 6.0 SM
Cloud Conditions(1st) - 900 FT BROKEN
Cloud Conditions(2nd) - 1400 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - RAIN
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
TUPELO, MS
Destination
CHATTANOOGA, TN

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

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	56
Make/Model-	32
Instrument-	1
Last 24 Hrs -	2
Last 30 Days-	21
Last 90 Days-	35

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FILED AND DEPARTED VFR INTO FORECAST MARGINAL FLIGHT CONDITIONS. WHILE EN ROUTE THE DESTINATION WENT IFR AND THIS INFORMATION WAS PASSED ON TO THE PILOT. THE PILOT REPLIED THAT HE WAS GOING TO CONTINUE ON AND GET AS CLOSE TO CHATTANOOGA AS POSSIBLE. THE LAST RADAR CONTACT WITH THE AIRCRAFT WAS AT 2335 WHEN THE AIRCRAFT WAS OBSERVED TRACKING WESTBOUND AND THEN REVERSING COURSE TO THE EAST.

Brief of Accident (Continued)

File No. - 574

2/18/82

HYTOP,AL

A/C Reg. No. N5552F

Time (Lc1) - 2340 CST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - HAZE
3. WEATHER CONDITION - RAIN
4. LIGHT CONDITION - DARK NIGHT
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - HIGH TERRAIN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 454 4/18/82 CLARKSVILLE, AR A/C Reg. No. N80243 Time (Lcl) - 1200 CST

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

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

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

Make/Model - STAMPE RENARD SV4B	Eng Make/Model - GYPSY MOTH SERIES 8	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CLARKSVILLE MUNICIPAL
Wind Dir/Speed- 130/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 6000 FT SCATTERED	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 - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 238
SE LAND	Months Since - 23	Make/Model- 26
	Aircraft Type - UNK/NR	Instrument- 16
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 90

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PARTICIPATING IN A SPOT LANDING ACTIVITY AT A FLY-IN. HE STATED THAT HE MADE A POOR LANDING AND ALLOWED THE AIRCRAFT TO DRIFT LEFT AND OFF OF THE RUNWAY. IN ORDER TO MISS THE RUNWAY LIGHTS, HE ADDED POWER AND INITIATED A GO-AROUND. AFTER LIFT-OFF, HE LOWERED THE NOSE TO GAIN AIRSPEED, BUT THEN HAD TO PULL UP TO CLEAR TREES. AFTER CLEARING THE TREES, HE THOUGHT HE HAD SUFFICIENT AIRSPEED TO TURN AND RE-ENTER THE TRAFFIC PATTERN. SHORTLY THEREAFTER, THE AIRSPEED AND ALTITUDE BEGAN TO DETERIORATE. THE PILOT TRIED TO GO THROUGH A CLEARING WITH TREES ON EITHER SIDE. HOWEVER, THE PLANE STRUCK A TREETOP AND CRASHED.

Brief of Accident (Continued)

File No. - 454

4/18/82

CLARKSVILLE, AR

A/C Reg. No. N80243

Time (Lcl) - 1200 CST

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
7. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 585 1/05/82 SPRINGERVILLE,AZ A/C Reg. No. N738XP Time (Lcl) - 0938 MST

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

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

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

Make/Model	- CESSNA TR182	Eng Make/Model	- LYCOMING O-540-L3C5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 3112	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 4	Rated Power	- 235 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	ST. JOHNS,AZ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SPRINGERVILLE,AZ	SPRINGERVILLE
Wind Dir/Speed- 210/055 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 0.0	Type of Flight Plan - VFR	Runway Lth/Wid - 5600 -UNK/NR
Cloud Conditions(1st) - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2435
SE LAND,ME LAND	Months Since - 23	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 275
		Last 30 Days- UNK/NR
		Instrument- 100
		Last 90 Days- 200
		Multi-Eng - 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING TO THE RAMP AFTER LANDING THE WIND CAUGHT THE RIGHT WING AND TURNED THE AIRCRAFT OVER ON ITS BACK.
THE PILOT REPORTED THAT THE WIND WAS GUSTING UP TO 70 KNOTS.

Brief of Accident (Continued)

File No. - 585

1/05/82

SPRINGERVILLE, AZ

A/C Reg. No. N738XP

Time (Lc1) - 0938 MST

Occurrence NOSE OVER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. PROPER ASSISTANCE - NOT ATTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 554 1/19/82 KINGMAN, AZ A/C Reg. No. N824CB Time (Lc1) - 1245 MST

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

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

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

Make/Model - BEACHNER QUICK SILVER	Eng Make/Model - BUICK V8-215	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1250	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MOJANE
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1380
SE LAND	Months Since - 7	Make/Model- 250
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 80

Instrument Rating(s) - NONE

-----Narrative-----

AFTER CLIMBING UP TO PATTERN ALTITUDE THE ENGINE LOST POWER. THE PILOT MADE A TURN BACK TOWARDS THE AIRPORT WHILE TRYING TO RESTART THE ENGINE BUT HAD TO LAND IN AN OLD B-17 PARKING AREA. THE AIRCRAFT STRUCK A FENCE AND DITCH DURING ROLLOUT AND NOSED OVER. ENGINE DISASSEMBLY REVEALED THAT THE MAIN AND CONNECTING ROD BEARINGS SHOWED EVIDENCE OF OIL STARVATION. FURTHER EXAMINATION REVEALED THAT THE DRILLED OIL PASSAGES WERE PLUGGED WITH A GRITTY MATERIAL IDENTIFIED BY THE OWNER AS MACHINE SHOP GLASS BEAD GRIT THAT HAD BEEN USED BY THE OWNER DURING OVERHAUL FOR CLEANING SOME ENGINE PARTS.

Brief of Accident (Continued)

File No. - 554

1/19/82

KINGMAN, AZ

A/C Reg. No. N824CB

Time (Lc1) - 1245 MST

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

Finding(s)

1. ENGINE ASSEMBLY, BEARING - OVERTEMPERATURE
 2. FLUID, OIL - CONTAMINATION
 3. OVERHAUL - IMPROPER - PILOT IN COMMAND
 4. FLUID, OIL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - FENCE
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 560 1/21/82 BAGDAD, AZ A/C Reg. No. N40291 Time (Lcl) - 0845 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew 0
Pass 0
Other 0

		Injuries			
		Fatal	Serious	Minor	None
		0	1	0	0
		0	0	2	0
		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
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed - 160/018 KTS
Visibility - 1.0 SM
Cloud Conditions(1st) - 800 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision - FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PHOENIX, AZ
Destination
BAGDAD, AZ

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 49

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 14000	Last 24 Hrs	- 6
Make/Model	- 5000	Last 30 Days	- UNK/NR
Instrument	- 1400	Last 90 Days	- 200
Multi-Eng	- 5000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ATTEMPTED TO FLY FROM PHOENIX TO BAGDAD, AZ UNDER A LOW OVERCAST. WHEN IT BECAME OBVIOUS THAT WEATHER CONDITIONS WERE TOO POOR FOR A LANDING THE PILOT ATTEMPTED TO REVERSE DIRECTION AND THE AIRCRAFT STRUCK HIGH TERRAIN.

Brief of Accident (Continued)

File No. - 560

1/21/82

BAGDAD,AZ

A/C Reg. No. N40291

Time (Lc1) - 0845 MST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - TURBULENCE
6. TERRAIN CONDITION - HIGH TERRAIN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 491 2/03/82 PARADISE VALLEY, AZ A/C Reg. No. N11578 Time (Lcl) - 2220 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
ON GROUND

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 227/002 KTS
Visibility - 35.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LAS VEGAS, NV

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SKY HARBOR INTL ARPT
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 - 36

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 238	Last 24 Hrs	- 6
Make/Model-	5	Last 30 Days-	UNK/NR
Instrument-	15	Last 90 Days-	149

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT PICKED UP THE NEW AIRCRAFT FROM THE FACTORY AT KERRVILLE, TEXAS ON THE DAY OF THE ACCIDENT. HE WAS FERRYING THE PLANE TO HIS HOME IN NEW JERSEY BY WAY OF LAS VEGAS, NEVADA. HE DECLINED AN OFFER TO BE CHECKED OUT IN THE PLANE AND DEPARTED KERRVILLE AT ABOUT 1700 CST. ABOUT FIVE HOURS LATER, HE LANDED AT PHOENIX, ARIZONA AND REFUELED. HE DEPARTED PHOENIX AT ABOUT 2212 ON A MOONLESS NIGHT. DURING DEPARTURE FROM THE STAGE III TRSA, THE RADIO COMMUNICATIONS WERE NORMAL UNTIL RADAR SERVICE WAS TERMINATED AT 2217 MST. AT 2220 MST, THE PLANE CRASHED ABOUT SEVEN MILES FROM THE DEPARTURE POINT. A NON-RATED WITNESS WITH ABOUT 35 HOURS FLIGHT TRAINING REPORTED THAT THE PLANE CRASHED WHILE IN A SPIN. THE WITNESS ALSO REPORTED THAT THE ENGINE CONTINUED TO OPERATE UNTIL IMPACT. RADAR TRACK DATA VERIFIED THAT THE GROUND SPEED SLOWED FROM 111 KNOTS TO THE SEVENTIES WITH EXCURSIONS TO THE SIXTIES BEFORE A RAPID DESCENT. THE AIRCRAFT IMPACTED WITH LITTLE OR NO FORWARD MOVEMENT. AN ENGINE TEARDOWN SHOWED NO FAILURE.

Brief of Accident (Continued)

File No. - 491

2/03/82

PARADISE VALLEY, AZ

A/C Reg. No. N11578

Time (Lcl) - 2220 MST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, IMPROPER TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 598

2/24/82

SAN SIMON, AZ

A/C Reg. No. N4802W

Time (Lcl) - 1630 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew	0
Pass	0
Other	0

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

Make/Model - ROCKWELL COMMANDER 114
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING TIO-540
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 LBS THRUST

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 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
ABILENE, TX
Destination
DEMING, NM

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 - 49

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 160	Last 24 Hrs	- UNK/NR
Make/Model-	95	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER REFUELING AT ABILENE THE AIRCRAFT DEPARTED AROUND NOON ON THE SECOND LEG OF A FLIGHT TO REPOSSESS THE AIRCRAFT. THE PILOT STATED THAT HE RAN THE ENGINE AT FULL RICH WITH THE FUEL FLOW METER READING 18 GPH. USING THIS FIGURE THE AIRCRAFT SHOULD HAVE RUN OUT OF FUEL AFTER 3.77 HOURS OF FLIGHT. THE PASSENGER, A RATED PILOT SITTING IN THE RIGHT FRONT SEAT, SUGGESTED THAT THEY STOP FOR FUEL AT LEAST TWICE DURING THE FLIGHT, HOWEVER THE PILOT ELECTED TO CONTINUE. THE ENGINE RAN OUT OF FUEL AT APPROXIMATELY 1630 CST AND A FORCED LANDING WAS MADE NEXT TO A FREEWAY OVERPASS.

Brief of Accident (Continued)

File No. - 598

2/24/82

SAN SIMON,AZ

A/C Reg. No. N4802W

Time (Lcl) - 1630 CST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 519 3/10/82 TUCSON, AZ A/C Reg. No. N8492B Time (Lcl) - 1325 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0
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 - HATZ CB-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1250
No. of Seats - 2

Eng Make/Model - LYCOMING O-290
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 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- 360/003 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 - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

RYAN FIELD
Runway Ident - 34
Runway Lth/Wid - 3500 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 58

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	278	Last 24 Hrs	-	1
Make/Model	-	20	Last 30 Days	-	UNK/NR
Instrument	-	4	Last 90 Days	-	8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING LANDING, HE FLARED EARLY, MISJUDGED HIS HEIGHT, AND LANDED HARD. THE LEFT GEAR FAILED DURING TOUCHDOWN, AND THE AIRCRAFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 519

3/10/82

TUCSON,AZ

A/C Reg. No. N8492B

Time (Lc1) - 1325 MST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

2. LANDING GEAR,MAIN GEAR - OVERLOAD

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 483 3/24/82 MARANA,AZ A/C Reg. No. N752TA Time (Lcl) - 1138 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	3
Pass	0	0	0	4
Other	0	0	0	0

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

Make/Model - BOEING 707-123B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 258000
No. of Seats - 183

Eng Make/Model - PRATT&WHITNEY JT3D-MC6
Number Engines - 4
Engine Type - TURBOJET
Rated Power - 17000 LBS THRUST

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 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
BURBANK,CA
Destination
MARANA,AZ

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - TOWER
Type Approach Flown - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

MARANA AIRPARK
Runway Ident - 12
Runway Lth/Wid - 6850/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 51
Biennial Flight Review
Current - UNK/NR
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 8000
Make/Model- 1200
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLIGHT, A DECREASE WAS NOTED IN THE QUANTITY OF UTILITY HYDRAULIC FLUID. THE ENGINE DRIVEN PUMPS WERE SHUT OFF UNTIL JUST BEFORE LANDING. AFTER EXTENDING THE GEAR & FLAPS, THE QUANTITY INDICATED 3.5 GAL & ALL PRESSURES WERE NORMAL. AFTER TOUCHDOWN, THE #1 REVERSER LIGHT WAS SLOW TO ILLUMINATE. REPORTEDLY, REVERSE THRUST WAS DELAYED ON THE #1 & #4 ENGINES UNTIL ALL REVERSER LIGHTS WERE ON. THE LANDING ROLL WAS REPORTED AS NORMAL UNTIL THE SPEED WAS SLOWED TO ABOUT 80 KTS, THEN THE PLANE BEGAN VEERING RIGHT. THE CAPTAIN STATED HE HAD NO LEFT BRAKING OR NOSE WHEEL STEERING. THE PLANE CONTINUED OFF THE RUNWAY & THE LEFT GEAR COLLAPSED. AFTER STOPPING, THE FIRE BOTTLES WERE USED WHEN SMOKE WAS OBSERVED FROM THE #1 ENGINE. LEFT & RIGHT TIRE MARKS WERE FOUND THAT WERE 1245 & 870 FT LONG, BOTH WITH SIGNS OF INTERMITTENT INTENSITY. THE NOSE WHEEL STEERING AND SPOILERS OPERATED WHEN THE UTILITY HYDRAULIC SYSTEM WAS FIRST POWERED BY THE AUX PUMP. A STRESS CORROSION CRACK WAS FOUND WHERE THE LEFT MAIN GEAR SIDEBRACE HAD FAILED.

Brief of Accident (Continued)

File No. - 483

3/24/82

MARANA,AZ

A/C Reg. No. N752TA

Time (Lcl) - 1138 MST

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

Finding(s)

1. FLUID, HYDRAULIC - LOW LEVEL
 2. THRUST REVERSER - OTHER
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - GROUND
 5. LANDING GEAR, MAIN GEAR - STRESS CORROSION
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 485 4/10/82 TUSCON,AZ

A/C Reg. No. N6497S

Time (Lcl) - 1115 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

Crew
Pass
Other

Fatal
0
0
0

Injuries
Serious Minor
0 0
0 0
0 0

None
1
1
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/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- 130/004 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
AZTEC,NM
Destination
TUCSON,AZ

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 27
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 83 Last 24 Hrs - UNK/NR
Make/Model- 83 Last 30 Days- UNK/NR
Instrument- 2 Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE FILLED THE FUEL TANKS WITH 22 GALLONS OF FUEL. THREE HOURS AND 15 MINUTES AFTER TAKEOFF, HE RAN OUT OF FUEL. HE MADE A FORCED LANDING ABOUT 1.5 MILES FROM THE INTENDED DESTINATION AND ENCOUNTERED DESERT SHRUBBERY.

Brief of Accident (Continued)

File No. - 485

4/10/82

TUSCON,AZ

A/C Reg. No. N6497S

Time (Lc1) - 1115 MST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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. - 428 4/15/82 PAULDEN,AZ A/C Reg. No. N34ER Time (Lcl) - 0830 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL - DUAL				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	2
Accident Occurred During	-LANDING	Pass 0	0	0	0
		Other 0	0	0	0

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

Make/Model - GRUMMAN AA-5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 190/005 KTS
Visibility - 65.0 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
PRESCOTT,AZ
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 - CONTACT

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

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

Age - 28
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1195
Last 24 Hrs - 2
Make/Model- 526
Last 30 Days- UNK/NR
Instrument- 78
Last 90 Days- 213
Multi-Eng - 126

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A SIMULATED FORCED LANDING AFTER FOLLOWING THE PRESCRIBED RESTART PROCEDURES THE STUDENT, UNDER THE SUPERVISION OF THE INSTRUCTOR, EXECUTED HER SECURING PROCEDURES. IT WAS THE INSTRUCTOR'S POLICY TO LET THE STUDENT ACTUALLY MOVE THE PROPER CONTROL THEN HE WOULD IMMEDIATELY PLACE IT BACK IN THE PROPER POSITION. THE STUDENT TURNED THE FUEL SELECTOR TO THE OFF POSITION BUT THE INSTRUCTOR FAILED TO SWITCH IT BACK. AT AN ALTITUDE OF APPROXIMATELY 550 FEET AGL THE INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT AND APPLIED GO-AROUND POWER. WHEN THE ENGINE FAILED TO PRODUCE POWER THE INSTRUCTOR NOTICED THE FUEL SELECTOR WAS IN THE OFF POSITION. HE IMMEDIATELY TURNED IT TO THE LEFT TANK BUT HAD TO ACCOMPLISH A FORCED LANDING BECAUSE THE ENGINE FAILED TO REGAIN POWER. TOUCHDOWN WAS HARD AND THE AIRPLANE SWERVED TO A RESTING POSITION ABOUT 180 DEGREES DIVERGENT FROM THE LANDING DIRECTION.

Brief of Accident (Continued)

File No. - 428

4/15/82

PAULDEN, AZ

A/C Reg. No. N34ER

Time (Lcl) - 0830 MST

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - NOT CORRECTED - PILOT IN COMMAND
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 581 4/17/82 8 S. OF PAGE, AZ A/C Reg. No. N4EE Time (Lcl) - 1800 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - HUGHES 369HS
Landing Gear - SKID
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - ALLISON 250-C-20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 375 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- 060/005 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
MARBLE CANYON, AZ
Destination
PAGE, AZ

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

HELICOPTER

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1500
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- 10
Last 90 Days- 30
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS NUMBER TWO IN A TRAIL OF THREE HELICOPTERS FLYING UP THE COLORADO RIVER AT MARBLE CANYON TO PAGE, AZ WHEN IT STRUCK AN AERIAL CABLEWAY STRETCHING ACROSS THE RIVER, 22 FT ABOVE THE WATER. WITNESSES STATED THAT AFTER THE COLLISION THE HELICOPTER DID A SOMERSALT AND FELL INTO THE WATER.

Brief of Accident (Continued)

File No. - 581

4/17/82

8 S. OF PAGE, AZ

A/C Reg. No. N4EE

Time (Lc1) - 1800 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. OBJECT - WIRE, TRANSMISSION
 3. JUDGEMENT - POOR - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 587 4/20/82 WICKENBURG,AZ

A/C Reg. No. N40625

Time (Lc1) - 0915 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

Crew

0

Pass

0

Other

0

Injuries

Serious

0

Minor

0

None

1

2

0

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

Make/Model - MAULE M-4
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A-350-C1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 220 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 - 0.0

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ROLL,AZ

Destination

WICKENBURG,AZ

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity

ON AIRPORT

Airport Data

WICKENBURG

Runway Ident - 23

Runway Lth/Wid - 5050/ 60

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - MAULE-4

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 165

Make/Model- 90

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- 12

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL THE LEFT WING CAME UP AND THE AIRCRAFT TURNED SHARPLY TO THE RIGHT. THE AIRCRAFT LEFT THE RUNWAY AND CAME TO REST IN A GULLY.

Brief of Accident (Continued)

File No. - 587

4/20/82

WICKENBURG, AZ

A/C Reg. No. N40625

Time (Lcl) - 0915 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 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 443 1/03/82 10 NM W LEE VINING, CA A/C Reg. No. N28912 Time (Lcl) - 1728 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
MAMMOTH LAKES, CA
Destination
CONCORD, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - GRUMMAN

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 507 Last 24 Hrs - UNK/NR
Make/Model- 343 Last 30 Days- UNK/NR
Instrument- 110 Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON THE GROUND THE PILOT WAS REFUSED A ROUTE OVER THE SIERRA MOUNTAINS, AFTER DEPARTURE THE PILOT REQUESTED AND WAS GIVEN A CHANGE IN HIS FLIGHT PLAN THAT CLEARED HIM OVER THE MOUNTAINS. AT 1654 THE PILOT ADVISED OAKLAND CENTER THAT HE WAS CLIMBING THROUGH 14300 MSL. THE MEA WAS 15100 MSL. AT 1712 THE PILOT STATED HE HAD ENCOUNTERED STRONG UP AND DOWNDRAFTS BUT WAS VFR. JUST BEFORE CENTER LOST RADAR CONTACT THE PILOT ADVISED HE WAS BELOW MEA. THE AIRCRAFT WAS LOCATED 5 DAYS LATER CLOSE TO THE TOP OF A 12590 FOOT MOUNTAIN.

Brief of Accident (Continued)

File No. - 443

1/03/82

10 NM W LEE VINING, CA

A/C Reg. No. N28912

Time (Lcl) - 1728 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - DOWNDRAFT
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
 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) 2,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 561 1/05/82 RAMONA, CA A/C Reg. No. N4520K Time (Lc1) - 1800 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED
Fire
NONE

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

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

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

Make/Model - NAVION A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 5

Eng Make/Model - CONTINENTAL E-225-4
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 230/010 KTS
Visibility - .275 SM
Cloud Conditions(1st) - 200 FT INDEFINITE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
ORANGE COUNTY, CA
Destination
RAMONA, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

RAMONA
Runway Ident - 27
Runway Lth/Wid - 4000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - WET

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

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

Age - 65
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 11000
Make/Model- 3000
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT OCCURRED DURING THE FINAL LEG OF A "SHARE THE EXPENSES" COMMUTING FLIGHT FROM HAWTHORNE TO ROMONA, CA, WHEN THE AIRCRAFT COLLIDED WITH THE SOUTHWEST FACE OF MOUNT WOODSON. MARGINAL VFR CONDITIONS PREVAILED OVER THE ROUTE OF FLIGHT. DURING THE FLIGHT AN INSTRUMENT CLEARANCE FOR A CLIMB TO VFR CONDITIONS ON TOP WAS OBTAINED. THIS CLEARANCE WAS CANCELLED WHEN THE PILOT REPORTED ON TOP AT 2500 FEET, AFTER ACKNOWLEDGING FREQUENCY CHANGE TO SAN DIEGO APPROACH CONTROL 7 MILES NORTH OF RIVERSIDE, CA THERE WERE NO FURTHER COMMUNICATIONS WITH N4520K. THE PILOT HAD A HISTORY OF FLIGHT VIOLATIONS AND AIRCRAFT ACCIDENTS.

Brief of Accident (Continued)

File No. - 561

1/05/82

RAMONA, CA

A/C Reg. No. N4520K

Time (Lcl) - 1800 PST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. WEATHER CONDITION - RAIN
7. LIGHT CONDITION - DUSK
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 562 1/17/82 MOJAVE, CA A/C Reg. No. N381JH Time (Lcl) - 0816 PST

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

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

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

Make/Model	- BEDE BD-5B	Eng Make/Model	- KAWASAKI 1000CC	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1625	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 250 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 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 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 MOJANE</p> <p>Runway Ident - 07</p> <p>Runway Lth/Wid - 5920-N/A</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	---	---

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1855
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - UNK/NR	Make/Model- 2
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 20
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF THE AMATEUR BUILT BEDE-5 ENTERED LEFT TRAFFIC AND CIRCLED THE AIRPORT ONCE AT 700 TO 1000 FEET AGL. DURING THE SECOND 180 DEGREE TURN FROM THE DOWNWIND LEG TO THE RUNWAY HEADING A WITNESS REPORTED THAT THE BANK ANGLE SUDDENLY INCREASED AND THE NOSE OF THE AIRCRAFT DROPPED RESULTING IN A NEARLY VERTICAL DESCENT TO THE GROUND. THE AIRCRAFT CAME TO REST APPROXIMATELY 1/4 MILE SHORT OF RUNWAY 07. EXAMINATION OF THE FLIGHT CONTROLS AND ATTACHMENTS REVEALED NO SIGNS OF PREIMPACT DISCREPANCIES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 562

1/17/82

MOJAVE, CA

A/C Reg. No. N381JH

Time (Lcl) - 0816 PST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 569 1/18/82 DOWNIEVILLE, CA A/C Reg. No. N5295R Time (Lcl) - 1105 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
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
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
YUBA CITY, CA
Destination
RENO, NV

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 - 57
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-172M

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT DEPARTED YUBA CITY ABOUT 1030 PST AFTER THE PILOT RECEIVED A PARTIAL WEATHER BRIEFING FROM THE MARYSVILLE FLIGHT SERVICE STATION IN WHICH VFR FLIGHT WAS NOT RECOMMENDED. RADAR PLOTS ON THE AIRCRAFT INDICATE A NON-LINEAR FLIGHT PATH FROM THE NEVADA CITY, CA AREA NORTH AND EAST TO THE SIERRA CITY, CA AREA BEFORE THE TARGET WAS LOST. THE SHERIFF'S DEPARTMENT PERSONNEL REPORTED THAT LIGHT SNOW WAS FALLING IN THE AREA OF THE ACCIDENT SITE AROUND NOON.

Brief of Accident (Continued)

File No. - 569

1/18/82

DOWNIEVILLE, CA

A/C Reg. No. N5295R

Time (Lcl) - 1105 PST

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

Finding(s)

1. WEATHER CONDITION - SNOW
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 584 1/21/82 DOS PALOS, CA A/C Reg. No. N87935 Time (Lcl) - 1130 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - CROP CONTROL RELATED FLIGHT	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 - AIRTRACTOR 301	Eng Make/Model - P&W R1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5000	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 AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SPAIN-AIR AIRPORT
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800 -UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 13600
SE LAND	Months Since - 13	Make/Model- 2400
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 260
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF ROLL THE PILOT DECIDED THAT HE WAS NOT GOING TO CLEAR AN 8 FOOT CHAIN-LINK FENCE AT THE END OF THE RUNWAY. HE STATED THAT HE PULLED THE DUMP-GATE, CHOPPED THE THROTTLE, AND PUT ON THE BRAKE BUT THE AIRCRAFT WENT INTO SOFT DIRT AND THE RIGHT MAIN LANDING GEAR COLLAPSED BEFORE IT SLID INTO THE FENCE.

Brief of Accident (Continued)

File No. - 584

1/21/82

DOS PALOS, CA

A/C Reg. No. N87935

Time (Lc1) - 1130 PST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 3. LANDING GEAR, MAIN GEAR - OVERLOAD
 4. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - FENCE
-

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

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

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. - 484 1/23/82 VICTORVILLE, CA A/C Reg. No. N7860V Time (Lc1) - 1155 PST

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

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

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

Make/Model - MOONEY M20C	Eng Make/Model - LYCOMING O-360-AID	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	REDLANDS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 25000 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 - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1930
SE LAND	Months Since - 16	Make/Model- 1343
	Aircraft Type - M20C	Instrument- UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 8
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FLEW FROM LONG BEACH TO REDLANDS, CALIFORNIA WHERE HE PICKED UP A PASSENGER. HIS ITINERARY AFTER DEPARTING REDLANDS WAS UNKNOWN, BUT THE PASSENGER WAS TO HAVE BEEN RETURNED TO REDLANDS. DURING FLIGHT, A COLLISION OCCURRED WITH ANOTHER AIRCRAFT, A PIPER PA-28, N32380. THE PIPER PA-28 PILOT STATED THAT HE WAS ON AN EASTERLY HEADING AT 6800 FT MSL WHEN THE COLLISION OCCURRED. IMPACT MARKINGS INDICATED THAT THE MOONEY M20C WAS ON A WEST SOUTHWESTERLY HEADING AND IN ABOUT A 20 DEGREE RIGHT BANK. THE LEFT WING OF THE MOONEY SEPARATED AND THE MOONEY CRASHED IN A STEEP DESCENT. THE LEFT MAIN GEAR OF THE PIPER WAS SHEARED OFF AND THE LEFT WING, FUSELAGE, AND PROPELLER WERE DAMAGED. HOWEVER, THE PIPER WAS LANDED AT A NEARBY ABANDONED AIRSTRIP.

Brief of Accident (Continued)

File No. - 484

1/23/82

VICTORVILLE, CA

A/C Reg. No. N7860V

Time (Lcl) - 1155 PST

Occurrence #1 MIDAIR COLLISION
Phase of Operation UNKNOWN

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation UNKNOWN

Finding(s)

3. WING - SEPARATION

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 484 1/23/82 VICTORVILLE, CA A/C Reg. No. N32380 Time (Lcl) - 1155 PST

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

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

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

Make/Model - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540-B4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	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- CALM</p> <p>Visibility - 30.0 SM</p> <p>Cloud Conditions(1st) - 25000 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 TEMECULA, CA</p> <p>Destination APPLE VALLEY, CA</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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 399</p> <p>Make/Model- UNK/NR</p> <p>Instrument- 3</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 10</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD PLANNED TO FLY TO THE BIG BEAR AIRPORT, BUT CHANGED HIS DESTINATION TO APPLE VALLEY, CALIFORNIA. WHILE ON AN EASTERLY HEADING AT ABOUT 6800 FT MSL, A COLLISION OCCURRED WITH ANOTHER AIRCRAFT, A MOONEY M20C, N786OV. THE PIPER PILOT BELIEVED THAT THE MOONEY MAY HAVE BEEN CLIMBING. IMPACT MARKINGS INDICATED THAT THE MOONEY WAS ON A WEST-SOUTHWESTERLY HEADING AND IN ABOUT A 20 DEGREE RIGHT BANK. THE LEFT WING OF THE MOONEY SEPARATED AND THE MOONEY CRASHED IN A STEEP DESCENT. THE LEFT GEAR OF THE PIPER WAS SHEARED OFF AND THERE WAS DAMAGE TO THE LEFT WING, THE PROPELLER, AND THE FUSELAGE. THE PIPER PILOT WAS UNABLE TO USE THE RUDDERS DUE TO INJURIES, BUT HE WAS ABLE TO LAND ON A NEARBY ABANDONED AIRSTRIIP.

Brief of Accident (Continued)

File No. - 484

1/23/82

VICTORVILLE, CA

A/C Reg. No. N32380

Time (Lcl) - 1155 PST

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

4. LANDING GEAR, MAIN GEAR - SEPARATION
-

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 556 1/30/82 OAKDALE, CA A/C Reg. No. N5173R Time (Lc1) - 1506 PST

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

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

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

Make/Model - CESSNA TR182	Eng Make/Model - LYCOMING O-540-L3C5D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	OAKDALE
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Ident - 28
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3020/ 66
Cloud Conditions(1st) - 20000 FT SCATTERED	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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 384
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 17
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED TO PORPOISE SEVERAL TIMES DURING THE TAKEOFF ROLL, BECOME AIRBORNE WITH THE LANDING GEAR IMMEDIATELY RETRACTING, THEN NOSE DOWN WITH THE PROPELLER STRIKING, THE RUNWAY. THE PILOT CONTINUED THE TAKEOFF AND THE AIRCRAFT CLIMBED TO APPROXIMATELY 100 FEET WHILE IN A SHALLOW LEFT TURN. THE NOSE THEN PITCHED DOWN AND THE AIRCRAFT IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 556

1/30/82

OAKDALE, CA

A/C Reg. No. N5173R

Time (Lcl) - 1506 PST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. TERRAIN CONDITION - RUNWAY
 3. GEAR RETRACTION - PREMATURE - PILOT IN COMMAND
-

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

Finding(s)

4. AIRSPEED - NOT MAINTAINED - 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) 1,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 572 1/30/82 BIG BEAR, CA A/C Reg. No. N54288 Time (Lc1) - 1505 PST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-D2J	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 - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - UNK/NR	SANTA ANA, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BIG BEAR, CA	BIG BEAR CITY
Wind Dir/Speed- 045/005 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5800/ 75
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - CONCRETE
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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 107
SE LAND	Months Since - UNK/NR	Make/Model- 4
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 2
		Last 30 Days- 2
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING LANDING SHE FLARED THE AIRPLANE AND TOUCHED DOWN HARD. ON THE THIRD BOUNCE SHE ADDED POWER FOR A GO-AROUND. THE PLANE DRIFTED TO THE LEFT, COLLIDED WITH A SNOWBANK AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 572

1/30/82

BIG BEAR, CA

A/C Reg. No. N54288

Time (Lcl) - 1505 PST

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 426 1/30/82 AVALON, CA A/C Reg. No. N4510H Time (Lcl) - 1050 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

Pass

Other

Fatal

0

0

0

Injuries

Serious

0

0

0

Minor

0

0

0

None

1

3

0

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

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

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

ELT Installed/Activated - YES/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- 230/006 KTS

Visibility - 30.0 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

SAN DIEGO, CA

Destination

AVALON, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SANTA CATALINA

Runway Ident - 22

Runway Lth/Wid - 3200/ 100

Runway Surface - ASPHALT

Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flow - VISUAL FULL CIRCUIT

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - M20J

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1086

Make/Model- 140

Instrument- 32

Multi-Eng - 233

Last 24 Hrs - 1

Last 30 Days- 7

Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT UPON TOUCHDOWN AT SANTA CATALINA AIRPORT SHE DISCOVERED THAT THE TRIM WAS STUCK. AS THE AIRCRAFT REACHED MIDFIELD THE PILOT ELECTED TO MAKE A GO-AROUND. DURING CLIMBOUT WHILE PASSING THROUGH 1700 FEET THE PILOT STATED THAT SHE SMELLED SOMETHING ELECTRICAL BURNING. THE ENGINE STOPPED PRODUCING POWER AT THIS POINT AND WAS DITCHED GEAR-UP IN THE OCEAN. THE AIRCRAFT SANK IN APPROXIMATELY 200 FOOT DEEP WATERS AND HAS NOT BEEN RECOVERED.

Brief of Accident (Continued)

File No. - 426

1/30/82

AVALON, CA

A/C Reg. No. N4510H

Time (Lcl) - 1050 PST

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB

Finding(s)

1. OTHER SYSTEM - FAILURE, TOTAL
 2. ELECTRICAL SYSTEM - FIRE
 3. MISCELLANEOUS - UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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) 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. - 583 1/31/82 EL CAJON, CA A/C Reg. No. N2596K Time (Lcl) - 1710 PST

-----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	2
Accident Occurred During	-LANDING			0	0	0	0

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

Make/Model	- CESSNA 180K	Eng Make/Model	- CONTINENTAL D-470-U	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL 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	- 230 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- CALM</p> <p>Visibility - 30.0 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>SAN DIEGO, CA</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity</p> <p>ON AIRSTRIP</p> <p>Airport Data</p> <p>GRASS STRIP</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 950 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - SOFT</p> <p>HIGH VEGETATION</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 24</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 939</p> <p>Make/Model- 13</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 19</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- 0</p> <p>Last 90 Days- 19</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT WHILE HE AND A PASSENGER WERE ON A LOCAL FLIGHT, HE ELECTED TO LOOK AT A LOCAL GRASS STRIP NEAR EL CAPITAN LAKE. HE MADE SEVERAL LOW PASSES AND THEN TOUCHED DOWN MOMENTARILY ON A TOUCH AND GO LANDING. AFTER THAT, HE FELT THE SURFACE WOULD BE SATISFACTORY FOR A FULL STOP LANDING. DURING THE LANDING, HE TOUCHED DOWN IN A 3-POINT ATTITUDE AND HELD THE ELEVATOR CONTROL FULL AFT. HOWEVER, JUST PRIOR TO STOPPING, THE MAIN GEAR DUG INTO SOFT TERRAIN AND THE PLANE FLIPPED OVER.

Brief of Accident (Continued)

File No. - 583

1/31/82

EL CAJON, CA

A/C Reg. No. N2596K

Time (Lc1) - 1710 PST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 565

2/01/82

SONOMA, CA

A/C Reg. No. N5067C

Time (Lcl) - 1030 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 -INSTRUCTIONAL - SOLO

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -TAKEOFF

Other

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

Make/Model - BELLANCA 7ECA

Eng Make/Model - LYCOMING O-235

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 1650

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 3

Rated Power - 115 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 025/010 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 - NONE

Airport Proximity
ON AIRPORT

Airport Data

SONOMA VALLEY

Runway Ident - 25

Runway Lth/Wid - 2900 -UNK/NR

Runway Surface - GRAVEL

Runway Status - WATER COVERED

-----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-WAIVERS/LIMIT

Flight Time (Hours)

Total - 48

Last 24 Hrs - 2

Make/Model- 48

Last 30 Days- UNK/NR

Instrument- 0

Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

CONTROL WAS LOST DURING TAKEOFF WHEN, ACCORDING TO THE PILOT'S STATEMENT, A SUDDEN EXTREME WIND GUST CAUSED THE AIRCRAFT TO CHANGE ITS HEADING. THE AIRCRAFT CONTACTED WATER AT THE SIDE OF THE RUNWAY AND CAME TO REST NOSE DOWN. WINDS WERE REPORTEDLY GUSTING TO 20 KNOTS.

Brief of Accident (Continued)

File No. - 565

2/01/82

SONOMA, CA

A/C Reg. No. N5067C

Time (Lcl) - 1030 PST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - WATER, GLASSY
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 492 2/14/82 QUINCY, CA A/C Reg. No. N2240H Time (Lcl) - 0740 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-OTHER	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 133	Fire	Crew	1	1	0	0
Accident Occurred During	-OTHER	ON GROUND	Pass	0	0	0	0
			Other	0	0	0	0

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

Make/Model	- BELL 214B-1	Eng Make/Model	- LYCOMING T5508D	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 11200	Engine Type	- TURBOSHAFT	Weather Radar	- NO
No. of Seats	- 16	Rated Power	- 1625 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- 003 KTS		- N/A
Visibility	- 2.0 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	- RAIN		
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)	
ATP	Current - YES	Total	- 10524
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model	- 1524
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- UNK/NR
GLIDER		Multi-Eng	- 250
		Last 24 Hrs	- 4
		Last 30 Days	- UNK/NR
		Last 90 Days	- 137
		Rotorcraft	- 8000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS MOVING LOGS DURING AN EXTERNAL LOAD OPERATION IN A MOUNTAINOUS, BURNED OUT, WOODED AREA. THE ELEVATION WAS ABOUT 4500 FT. LOGGING CREWS OBSERVED THE HELICOPTER APPROACH THE "LOG LANDING AREA" WHILE HAULING A LOAD OF LOGS WITH A 160 FT CABLE. THEY REPORTED THAT THE HELICOPTER WAS COMING IN FOR ANOTHER "TURN OF THE LOGS" (A DROP). THE DIRECTOR OF MAINTENANCE STATED THIS WAS THE PILOT'S FIFTH "TURN" WITH THIS HOOK AND LINE ASSEMBLY. A WITNESS REPORTED THE HELICOPTER TAIL BOOM DROPPED DOWNWARD AFTER TURN OF THE LOGS, VEERED TO THE LEFT AND RIGHT ERRATICALLY, YAWED LEFT, AND CRASHED. ONE WITNESS STATED IN PART "THE TURN HIT THE LANDING AND I CONCENTRATED ON THE CHOKERS THE LOADER HAD. THEN I SAW THE TURN OF LOGS JUMP 20 - 30 FT ACROSS THE LANDING." DURING THE CRASH, THE HELICOPTER STRUCK TREES, IMPACTED THE GROUND, AND BURNED. ALL INSTRUMENTS AND CONTROLS WERE DESTROYED BY FIRE. THE 160 FT CABLE AND SHOCK ABSORBER UNIT WERE RELEASED BEFORE GROUND IMPACT. AN OPERATIONAL CHECK OF THE RELEASE HOOK WAS NORMAL.

Brief of Accident (Continued)

File No. - 492

2/14/82

QUINCY,CA

A/C Reg. No. N2240H

Time (Lcl) - 0740 PST

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. UNDETERMINED
 3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 442 2/19/82 BRAWLEY,CA A/C Reg. No. N4021A Time (Lcl) - 0640 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -CROP CONTROL RELATED FLIGHT
Flight Conducted Under -14 CFR 137
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 - BELL 47G2
Landing Gear - SKI
Max Gross Wt - 2950
No. of Seats - 2

Eng Make/Model - LYCOMING VO-435-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 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 - 350/006 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
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 54
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 23800	Last 24 Hrs	- 0
Make/Model	- 4	Last 30 Days	- UNK/NR
Instrument	- 3	Last 90 Days	- 34
		Rotorcraft	- 2000

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT VISUALLY CHECKED THE GAS TANK BEFORE TAKEOFF AND ESTIMATED THERE WAS ABOUT 1/4 TANK OF FUEL. HE THEN STARTED THE ENGINE AND HOVERED OVER TO THE WATER TANKER AND LOADED 60 GALLONS OF WATER IN THE SPRAY TANK IN ORDER TO CALIBRATE THE NUMBER OF GALLONS PER ACRE THE RIG SPRAYED. AFTER SPRAYING SOME WATER ON THE GROUND HE ASKED THE TANKER OPERATOR TO REFUEL HIS HELICOPTER BUT WAS TOLD THAT WOULD BE IMPOSSIBLE SINCE THE PUMP WAS INOPERABLE. THE MECHANIC LOOKED IN THE GAS TANK AND TOLD THE PILOT IT WAS OK TO MOVE TO THE GAS PUMP. THE PILOT PICKED UP THE HELICOPTER AND MOVED TO AN ADJACENT WHEAT FIELD TO SPRAY OUT THE REMAINING WATER AT WHICH TIME THE ENGINE FAILED TO PRODUCE POWER. THE HELICOPTER WAS AUTOROTATED FROM AN ESTIMATED 7 FEET.

Brief of Accident (Continued)

File No. - 442

2/19/82

BRAWLEY,CA

A/C Reg. No. N4021A

Time (Lc1) - 0640 PST

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

Finding(s)

1. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 509 2/19/82 TORRANCE,CA

A/C Reg. No. N80667

Time (Lcl) - 1002 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

Crew

Pass

Other

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

Make/Model - QUICKIE

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1250

No. of Seats - 1

Eng Make/Model - ONAN

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 22 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

Weather Radar - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 290/012 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAN CLEMENTE,CA

Destination

TORRANCE,CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - CONTACT

Airport Proximity

ON AIRPORT

Airport Data

TORRANCE

Runway Ident - 29

Runway Lth/Wid - 2900 -UNK/NR

Runway Surface - MACADAM

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

GLIDER

Instrument Rating(s) - NONE

Age - 64

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 887 Last 24 Hrs - 0

Make/Model- 60 Last 30 Days- UNK/NR

Instrument- 2 Last 90 Days- 13

-----Narrative-----

DURING LANDING, THE PILOT LOST DIRECTIONAL CONTROL. THE AIRCRAFT VEERED OFF OF THE RIGHT SIDE OF THE RUNWAY AND STRUCK A SPRINKLER SYSTEM.

Brief of Accident (Continued)

File No. - 509

2/19/82

TORRANCE, CA

A/C Reg. No. N80667

Time (Lcl) - 1002 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

2. OBJECT - AIRPORT FACILITY

----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. - 563 2/20/82 MORGAN HILL, CA A/C Reg. No. N8WA Time (Lc1) - 1650 PST

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

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

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

Make/Model - PITTS 51	Eng Make/Model - LYCOMING VO-360	ELT Installed/Activated - NO	N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR	
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO	
No. of Seats - 1	Rated Power - 180 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 290/005 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 - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1087
SE LAND	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 281
		Instrument- 57
		Multi-Eng - 20
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PERFORMING ACROBATIC MANEUVERS THE PILOT NOTICED SMOKE AND OIL STREAMING BACK FROM THE ENGINE AND A LOSS OF OIL PRESSURE. HE THROTTLED BACK IMMEDIATELY AND STARTED A DESCENT TOWARDS A VACANT FIELD. IN AN ATTEMPT TO CLEAR SOME TELEPHONE LINES IN HIS PATH HE ADVANCED THE THROTTLE BUT THE ENGINE WOULD NOT RESPOND. HE COLLIDED WITH THE LINES AND THE AIRCRAFT CAME TO REST IN THE FIELD. ENGINE EXAMINATION REVEALED A RUPTURED FLEXIBLE OIL LINE RUNNING FROM THE REAR OIL PUMP UNDER THE ENGINE TO THE FORWARD OIL COOLER.

Brief of Accident (Continued)

File No. - 563

2/20/82

MORGAN HILL, CA

A/C Reg. No. N8WA

Time (Lcl) - 1650 PST

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - FAILURE,PARTIAL
 2. LUBRICATING SYSTEM,OIL LINE - LEAK
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - WIRE,TRANSMISSION
-

----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. - 577 2/21/82 CATALINA ISLAND, CA A/C Reg. No. N4906G Time (Lc1) - 0845 PST

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

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

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

Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 160 HP		

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

<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- 003 KTS</p> <p>Visibility - 4.0 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 style="padding-left: 20px;">FULLERTON, CA</p> <p>Destination</p> <p style="padding-left: 20px;">AVALON, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 3</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 2174</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model</td> <td>- 48</td> <td>Last 30 Days</td> <td>- 2</td> </tr> <tr> <td>Instrument</td> <td>- 173</td> <td>Last 90 Days</td> <td>- 10</td> </tr> <tr> <td>Multi-Eng</td> <td>- 730</td> <td>Rotorcraft</td> <td>- 1134</td> </tr> </table>	Total	- 2174	Last 24 Hrs	- 1	Make/Model	- 48	Last 30 Days	- 2	Instrument	- 173	Last 90 Days	- 10	Multi-Eng	- 730	Rotorcraft	- 1134
Total	- 2174	Last 24 Hrs	- 1															
Make/Model	- 48	Last 30 Days	- 2															
Instrument	- 173	Last 90 Days	- 10															
Multi-Eng	- 730	Rotorcraft	- 1134															

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CIRCLING AROUND CATALINA ISLAND TURNING IN AN OUT OF CANYONS AT 1700 FEET MSL THE ENGINE LOST POWER. AT LOS ANGELES INTERNATIONAL AIRPORT, 38 MILES TO THE NNW, THE TEMPERATURE WAS 65 DEGREES AND THE DEW POINT WAS 45 DEGREES. ALL ATTEMPTS TO RESTART THE ENGINE FAILED AND THE PILOT ATTEMPTED TO LAND THE AIRCRAFT ON A ROAD RUNNING ALONG A RIDGE. THE AIRCRAFT RAN OFF THE RIDGE, DOWN A RAVINE, AND CAME TO REST AFTER IMPACTING A TREE.

Brief of Accident (Continued)

File No. - 577

2/21/82

CATALINA ISLAND, CA

A/C Reg. No. N4906G

Time (Lc1) - 0845 PST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

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

Finding(s)

3. TERRAIN CONDITION - DOWNHILL
 4. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 535 2/21/82 AVALON, CA A/C Reg. No. N5593V Time (Lcl) - 1142 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
DESTROYED
Fire UNK/NR

	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-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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 - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 2.0 SM
Cloud Conditions(1st) - 200 FT PART OBSC
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANTA ANA, CA
Destination
AVALON, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CATALINA
Runway Ident - 22
Runway Lth/Wid - 3200/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 31
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 87 Last 24 Hrs - 0
Make/Model- 2 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE ACFT APPROACH THE RWY HIGH AND FLOAT APPROXIMATELY 2/3 THE LENGTH OF THE RWY BEFORE TOUCHDOWN.
THE ACFT THEN EXECUTED A GO-AROUND, NOSED UP AND STALLED.

Brief of Accident (Continued)

File No. - 535

2/21/82

AVALON, CA

A/C Reg. No. N5593V

Time (Lc1) - 1142 PDT

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

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
 4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 5. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 576

2/24/82

HURON, CA

A/C Reg. No. N491A

Time (Lcl) - 1645 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	1	0	0	0
Flight Conducted Under	-14 CFR 91	0	0	0	0
Accident Occurred During	-TAKEOFF	0	0	0	0

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

Fire
NONE
Crew
Pass
Other

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

Make/Model - BEECH BE-95-C55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-C1
Number Engines - 2
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- UNK/NR
Visibility - 8.0 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
FRESNO, 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 - 35
Runway Lth/Wid - 2700/ 45
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 64

Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 6050
Make/Model-	1030
Instrument-	0
Multi-Eng -	1035
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	30

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING A BUSINESS TRIP THE PILOT DEPLANED TWO PASSENGERS AT A PRIVATE AIRPORT AND PROCEEDED TO TAKEOFF TO THE NORTH. WITNESSES JUDGED THE TAKEOFF RUN TO BE SHORT FOLLOWED BY A STEEP BANK AND CLIMB TO THE RIGHT. A MAXIMUM ESTIMATED ALTITUDE OF 250 FEET AGL WAS ATTAINED BEFORE THE AIRCRAFT ENTERED A FULL ROLL TO THE RIGHT AND PANCAKED INTO A PLOWED FIELD. THE LANDING GEAR AND FLAPS WERE NOT RAISED, NOR FOUND ON THE AUXILIARY TANK POSITIONS. MINIMAL QUANTITIES OF FUEL WERE FOUND IN THE MAIN AND AUXILIARY TANKS.

Brief of Accident (Continued)

File No. - 576

2/24/82

HURON, CA

A/C Reg. No. N491A

Time (Lcl) - 1645 PST

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

Finding(s)

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

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

Finding(s)

4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD
 7. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 514 3/08/82 CAPTINTERIA,CA A/C Reg. No. N7497J Time (Lcl) - 0810 PST

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

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

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

Make/Model - PIPER PA-28R-180	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	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	OFF AIRPORT/STRIP
Method - N/A	OXFORD,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SANTA MARIA,CA	Runway Ident - N/A
Wind Dir/Speed- 260/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 18.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Cloud Conditions(1st) - 6000 FT OVERCAST	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 3810
SE LAND,ME LAND	Months Since - 3	Make/Model- 1784
	Aircraft Type - UNK/NR	Instrument- 173
		Multi-Eng - 1200
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 274

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE HAD SOME HEAD CONGESTION AND HAD EXPERIENCED EAR DISCOMFORT ON THE FIRST LEG OF THE FLIGHT. HE ELECTED TO FLY THE SECOND LEG OF THE FLIGHT IN A CANYON THAT HE THOUGHT WOULD ALLOW PASSAGE THROUGH THE MOUNTAINS AT LOW ALTITUDE. HOWEVER, THE SELECTED CANYON GRADUALLY NARROWED AND THE TERRAIN ROSE AT A FASTER RATE THAN THE AIRCRAFT COULD CLIMB. BY THE TIME HE REALIZED THE SITUATION, THERE WAS INSUFFICIENT AIRSPACE TO MAKE A 180 DEGREE TURN. THE AIRCRAFT BRUSHED THE TOPS OF A FEW TREES BEFORE CRASHING IN THE CANYON. THE ELEVATION OF THE CRASH SITE WAS ABOUT 4000 FT MSL. THE AIRCRAFT WOULD HAVE HAD TO CLIMB TO ABOVE 5000 FT TO GET OUT OF THE CANYON. LESS THEN 100 LBS OF CARGO WAS ON BOARD.

Brief of Accident (Continued)

File No. - 514

3/08/82

CAPTINTERIA,CA

A/C Reg. No. N7497J

Time (Lc1) - 0810 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CLIMB

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
6. WEATHER CONDITION - HIGH DENSITY ALTITUDE
7. TERRAIN CONDITION - UPHILL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 440

3/09/82

DELANO, CA

A/C Reg. No. N99242

Time (Lc1) - 0744 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

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

Other

0

0

0

0

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

Make/Model - HILLER 12E

Eng Make/Model - LYCOMING VO-540C2A

ELT Installed/Activated - NO -N/A

Landing Gear - SKI

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - UNK/NR

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 3

Rated Power - 305 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 135/005 KTS

Visibility - 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

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

Age - 34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,ATP

Current - YES

Total - 5030

Last 24 Hrs - 2

Months Since - 1

Make/Model- 502

Last 30 Days- UNK/NR

HELICOPTER

Aircraft Type - UNK/NR

Instrument- 380

Last 90 Days- 300

Multi-Eng - 10

Rotorcraft - 5000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE SPRAYING OPERATION OF A FIELD BORDER THE HELICOPTER MAIN ROTOR BLADES CAME IN CONTACT WITH POWER LINES.
THE LOOSE WIRE WRAPPED AROUND THE BALLAST ARMS AND THE LANDING WAS ACCOMPLISHED WITH CYCLIC STEERING ONLY.

Brief of Accident (Continued)

File No. - 440

3/09/82

DELANO, CA

A/C Reg. No. N99242

Time (Lc1) - 0744 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

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

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

Finding(s)

3. COLLECTIVE - UNCONTROLLED - PILOT IN COMMAND
-

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

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

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. - 439

3/09/82

TAFT,CA

A/C Reg. No. N7266R

Time (Lc1) - 1545 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 -MANEUVERING .

Other

0

0

0

0

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

Make/Model - BEECH V35B

Eng Make/Model - CONTINENTAL IO-520-BA

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3400

Engine Type - RECIP - FUEL INJECTED

Weather Radar - NO

No. of Seats - 6

Rated Power - 285 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALMABLE

Visibility - 25.0 SM

Cloud Conditions(1st) - 7000 FT UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TAFT AIRPORT

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 - 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 - 751

Make/Model- UNK/NR

Instrument- 4

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT MADE CONTACT WITH AN ANTENNA DURING A LOW PASS OVER A JOB SITE. THE WINDSHIELD SHATTERED AND THE ENGINE STALLED FORCING THE PILOT TO MAKE AN EMERGENCY LANDING.

Brief of Accident (Continued)

File No. - 439

3/09/82

TAFT,CA

A/C Reg. No. N7266R

Time (Lcl) - 1545 PST

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

Finding(s)

1. OBJECT - ELECT TOWER
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

3. MISCELLANEOUS - UNDETERMINED
-

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 520 3/12/82 BLYTHE,CA A/C Reg. No. N21409 Time (Lcl) - 2030 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	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 182	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 265 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	POLAMAR,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PHOENIX,AZ	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.5 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) - NONE	Type Approach Flown - NONE	
Obstructions to Vision- HAZE		
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

-----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 - 1313
SE LAND	Months Since - 3	Make/Model- 852
	Aircraft Type - UNK/NR	Instrument- 137
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 29
		Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE LOST POWER AT NIGHT WHILE THE AIRCRAFT WAS EN ROUTE AT ABOUT 18,000 FT MSL. THE PILOT WAS UNABLE TO RESTART THE ENGINE. WHILE TRYING TO START THE ENGINE, HE NOTED THAT THE CARBURETOR HEAT WOULD NOT GO FULL ON OR FULL OFF. THE PILOT ASKED FOR VECTORS TO THE NEAREST AIRPORT, BUT WAS UNABLE TO SEE IT FROM ABOUT 7.5 MILES. HE WAS UNAWARE THAT HE HAD TO KEY THE MICROPHONE BUTTON FIVE TIMES ON 122.8 MHZ TO TURN ON THE RUNWAY LIGHTS. HE WAS ABLE TO SEE A HIGHWAY AND CAR LIGHTS FROM ABOUT 17,000 FT MSL. WHILE LANDING ON THE HIGHWAY IN HEAVY RAIN, THE LEFT WING AND ENGINE STRUCK TREES BESIDE THE ROADWAY. AN EXAMINATION OF THE ENGINE REVEALED NO PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 520

3/12/82

BLYTHE, CA

A/C Reg. No. N21409

Time (Lcl) - 2030 PST

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

Finding(s)
1. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. CARBURETOR HEAT CONTROL - MOVEMENT RESTRICTED

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

Finding(s)
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - RAIN
5. OBJECT - TREE(S)

----Probable Cause----

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

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. - 523 3/13/82 LANCASTER, CA

A/C Reg. No. N7498X

Time (Lc1) - 1600 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass
Other

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - 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

FOX FIELD
Runway Ident - 24
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 230/027 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 2500 FT OVERCAST
Cloud Conditions(2nd) - 1500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 38

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 790	Last 24 Hrs - 2
Make/Model- 423	Last 30 Days- UNK/NR
Instrument- 3	Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

AT 1530 PST, THE PILOT RECEIVED A WEATHER BRIEFING FROM THE LANCASTER FSS. AT THAT TIME, THE WIND WAS VARIABLE, 230 TO 250 DEGREES, AT 20 KTS. THE PILOT REPORTED THE WIND WAS VARIABLE FROM THE SAME DIRECTION AT 22 TO 26 KTS, WHILE TAXIING TO RUNWAY 24. THE TAKEOFF WAS STARTED AT ABOUT 1600 PST. THE PILOT STATED THAT HE WAS AT THE ROTATION SPEED OF 60 TO 65 MPH WITH THE NOSEWHEEL OFF OF THE RUNWAY WHEN THE AIRCRAFT WAS HIT BY A SHEAR GUST FROM THE LEFT. HE STATED THE GUST WAS FROM 180 DEGREES AT 43 KTS. THE AIRCRAFT DEPARTED TO THE RIGHT SIDE OF THE RUNWAY, THE NOSE GEAR FAILED, AND THE PLANE NOSED OVER. AT 1604 PST, THE WIND WAS FROM 230 DEGREES AT 27 GUSTING 37 KTS.

Brief of Accident (Continued)

File No. - 523

3/13/82

LANCASTER,CA

A/C Reg. No. N7498X

Time (Lcl) - 1600 PST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - UNFAVORABLE WIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
6. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 539

3/13/82

NAVATO,CA

A/C Reg. No. N6346Q

Time (Lcl) - 1245 PST

-----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

Crew

Pass

Other

Fatal

0

0

0

Injuries

Serious

0

0

0

Minor

0

0

0

None

1

0

0

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

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

Eng Make/Model - CONTINENTAL O-230

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 115 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- 240/010 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 - VISUAL FULL CIRCUIT

Airport Proximity

ON AIRPORT

Airport Data

GNOSS

Runway Ident - 29

Runway Lth/Wid - 3300 -UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 45

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 - 36

Make/Model- 36

Instrument- 1

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING TO THE AIRPORT, THE STUDENT PILOT MADE ONE TOUCH AND GO LANDING AND NOTICED GUSTY CROSSWIND CONDITIONS. HE ELECTED TO MAKE THE NEXT LANDING TO A FULL STOP. HE REPORTED THAT DURING THE LANDING FLARE, HE LOST CONTROL AND THE AIRCRAFT WAS BLOWN OFF OF THE RUNWAY. IT COLLIDED WITH A ESTUARY BANK ABOUT 100 YARDS EAST OF THE RUNWAY. THE WIND WAS ESTIMATED TO BE FROM 240 DEGREES AT 10 GUSTING 15 KNOTS.

Brief of Accident (Continued)

File No. - 539

3/13/82

NAVATO,CA

A/C Reg. No. N6346Q

Time (Lcl) - 1245 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
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. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 522 3/13/82 ETIWANDA,CA A/C Reg. No. N5870F Time (Lc1) - UNK/NR

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

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

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

Make/Model - CESSNA 210G	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 280 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - UNK/NR</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Cloud Conditions(1st) - UNK/NR</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point HARVARD,CA</p> <p>Destination FULLERTON,CA</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>PRIVATE</p> <p>SE LAND,ME LAND,SE SEA</p>	<p>Age - 55</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-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 7000</p> <p>Make/Model- 700</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT STRUCK A RIDGE AT AN ELEVATION OF ABOUT 2000 FT MSL. AT THE IMPACT POINT, THE TERRAIN SLOPED UPWARD AT AN ANGLE OF ABOUT 35 DEGREES. THE AIRCRAFT IMPACTED IN A NEAR LEVEL FLIGHT ATTITUDE. THE WEATHER AT THE CRASH SITE WAS NOT DETERMINED. HOWEVER, ON THE DAY OF THE ACCIDENT, THE WEATHER REPORTS AND FORECAST INDICATED THE MOUNTAINS WOULD BE OBSCURED BY CLOUDS. THE LOS ANGELES BASIN WAS EXPECTED TO BE COVERED WITH ABOUT A 2000 FT OVERCAST. THE PROPELLER SEPARATED FROM THE ENGINE DURING IMPACT AND DISPLAYED ROTATIONAL DAMAGE. AN EXAMINATION OF THE FLIGHT CONTROLS REVEALED NO PREIMPACT DAMAGE.

Brief of Accident (Continued)

File No. - 522

3/13/82

ETIWANDA,CA

A/C Reg. No. N5870F

Time (Lc1) - UNK/NR

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. FLIGHT INTO KNOWN ADVERSE WEATHER - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 592 3/17/82 ALPINE, CA A/C Reg. No. N231AM Time (Lcl) - 1821 PST

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

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

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

Make/Model - MOONEY M20K	Eng Make/Model - CONTINENTAL TSIO-360GB	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 - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	ALBUQUERQUE, NM	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAN DIEGO, CA	
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 600 FT BROKEN	Type of Clearance - UNK/NR	Runway Surface - N/A
Cloud Conditions(2nd) - 1500 FT OVERCAST	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN SHOWER		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 900
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER BEING CLEARED FROM 8000 FEET DOWN TO 6000 FEET THE AIR TRAFFIC CONTROLLER REALIZED THAT THE AIRCRAFT WAS IN TROUBLE WHEN THE MODE C ALTITUDE INDICATED 3600 FEET. HE RECEIVED NO UNDERSTANDABLE RESPONSE FROM THE PILOT WHEN ASKED ABOUT ALTITUDE OR HEADING. RADAR CONTACT WAS LOST SHORTLY AFTERWARD. DURING THE PREFLIGHT WEATHER BRIEFING FROM THE ALBUQUERQUE FSS IT WAS SUGGESTED THAT THE PILOT LAND SHORT OF HIS DESTINATION TO OBTAIN A WEATHER UPDATE DUE TO FORECAST ICING AND TURBULENCE. THE AIRCRAFT WAS FOUND TO HAVE IMPACTED AT A NEAR VERTICAL ANGLE WITH NO FORWARD TRAVEL.

Brief of Accident (Continued)

File No. - 592

3/17/82

ALPINE,CA

A/C Reg. No. N231AM

Time (Lcl) - 1821 PST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - RAIN
 5. WEATHER CONDITION - TURBULENCE
-

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

Finding(s)

6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 518 3/26/82 LIVERMORE, CA A/C Reg. No. N4734D Time (Lcl) - 1302 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
Crew
Pass
Other

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 LBS THRUST

ELT Installed/Activated - YES/NO
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- VARIABLE
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

LIVERMORE
Runway Ident - 07
Runway Lth/Wid - 4000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 0
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 199
Make/Model- 32
Instrument- 5
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ENGINE LOST POWER AS THE AIRCRAFT WAS CLIMBING THROUGH ABOUT 150 FT AGL. THE PILOT LANDED IN A PLOWED FIELD WHERE THE NOSE GEAR FAILED AND THE AIRCRAFT FLIPPED OVER. AN INVESTIGATION REVEALED THAT THE NUMBER FIVE PISTON AND PISTON PIN HAD FAILED.

Brief of Accident (Continued)

File No. - 518

3/26/82

LIVERMORE, CA

A/C Reg. No. N4734D

Time (Lc1) - 1302 PST

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

Finding(s)

1. ENGINE ASSEMBLY, PISTON - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

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

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 511 3/27/82 MORGAN HILL,CA A/C Reg. No. N4955K Time (Lcl) - 1235 PST

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

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

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

Make/Model - STINSON 108-2	Eng Make/Model - FRANKLIN 6A4	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2078	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 165 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAN HOSE,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	
Wind Dir/Speed- 290/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 3000 FT OVERCAST	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 5000 FT BROKEN	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS OBSERVED MAKING REPEATED LOW PASSES IN THE VICINITY OF THE CRASH SITE. THIS WAS ALSO CLOSE TO THE HOME OF ONE OF THE PASSENGERS. THE FINAL PASS WAS MADE IN A WESTERLY DIRECTION OVER A DAM AT ABOUT 50 FT AGL. JUST BEYOND THE DAM, THE PILOT MADE A STEEP CLIMB TO AVOID A KNOLL OR HILL. COMING OUT OF THIS MANEUVER, HE HEADED SOUTH AT A SLOW SPEED, DIRECTLY INTO A BOXED OR BLIND CANYON. HE MADE A 180 DEGREE TURN WITHIN THE CONFINES OF THE CANYON AND CRASHED INTO TREES JUST AFTER COMING OUT OF THE TURN.

Brief of Accident (Continued)

File No. - 511

3/27/82

MORGAN HILL, CA

A/C Reg. No. N4955K

Time (Lcl) - 1235 PST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. BUZZING - PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. TERRAIN CONDITION - RISING
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,6,7,8

Factor(s) relating to this accident is/are finding(s) 2,4,5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 430 4/01/82 WINTERS,CA A/C Reg. No. N35919 Time (Lcl) - 1515 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Make/Model - CESSNA 206-F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

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

ELT Installed/Activated - YES/NO
Stall Warning System - YES
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- 180/010 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 1500 FT BROKEN

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- UNK/NR

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SACRAMENTO,CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

ON AIRPORT

Airport Data

YOLO COUNTY

Runway Ident - 16

Runway Lth/Wid - 6000/ 100

Runway Surface - ASPHALT

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND,SE SEA

Age - 48

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 17096

Make/Model- 516

Instrument- 3763

Multi-Eng - 8780

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF AS THE AIRCRAFT CLIMBED THROUGH 550 FEET AGL THE ENGINE LOST POWER. THE PILOT ATTEMPTED TO TURN THE AIRCRAFT AROUND AND LAND ON A TAXIWAY BUT LANDED IN A SOFT AREA NEAR IT. THE NOSE GEAR COLLAPSED AND THE AIRCRAFT SLID ACROSS THE TAXIWAY AND CAME TO A STOP. INVESTIGATION REVEALED THE FUEL CAP ON THE RIGHT WING WAS NOT PROPERLY SECURED AND A CONSIDERABLE AMOUNT OF FUEL IN THE RIGHT FUEL TANK. IN ADDITION THE AIRCRAFT HAD SAT OUT IN SEVERAL SEVERE RAINSTORMS FOR OVER A PERIOD OF A MONTH.

Brief of Accident (Continued)

File No. - 430

4/01/82

WINTERS,CA

A/C Reg. No. N35919

Time (Lcl) - 1515 PST

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

Finding(s)

1. FUEL SYSTEM,CAP - LOOSE
 2. FLUID,FUEL - WATER
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

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

----Probable Cause----

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

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. - 441 4/03/82 NAPA,CA

A/C Reg. No. N792BR

Time (Lcl) - 1122 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

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

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

Make/Model - BEECH D55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/015 KTS
Visibility - 8.0 SM
Cloud Conditions(1st) - 3000 FT BROKEN
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
NAPA COUNTY

Runway Ident - 18
Runway Lth/Wid - 5932/ 150
Runway Surface - CONCRETE
Runway Status - WET

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1853	Last 24 Hrs	- 0
Make/Model-	235	Last 30 Days-	UNK/NR
Instrument-	500	Last 90 Days-	12
Multi-Eng	- 253		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE ROTATED THE AIRCRAFT AT ABOUT 90 KNOTS DURING TAKEOFF AND AT ABOUT 30 FEET AGL THE ENGINE LOST POWER. IT STARTED AGAIN BRIEFLY BUT THEN STOPPED AND AN EMERGENCY LANDING WAS MADE APPROXIMATELY 2000 FEET FROM THE APPROACH END OF RUNWAY 18R IN WET GRASS. A RUN-UP OF THE RIGHT ENGINE REVEALED A DRIPPING FUEL LEAK AT THE RIGHT END OF THE FUEL CONTROL SHAFT. THE LEVER WAS LOOSE AND CONTAINED NO BUSHING OR COTTER PIN. FUEL PRESSURE AT 2600 RPM WAS 12.5 LBS WITH A 1 1/2 INCH SOLID STREAM OF FUEL AT THE POINT OF THE LEAK. THE LEFT ENGINE SHOWED A FUEL PRESSURE OF 24 LBS AT 2600 RPM. AN ANNUAL/100 HOUR INSPECTION HAD BEEN COMPLETED APPROXIMATELY 9 HOURS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 441

4/03/82

NAPA,CA

A/C Reg. No. N792BR

Time (Lc1) - 1122 PST

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

Finding(s)

1. FUEL SYSTEM,FUEL CONTROL - LEAK
 2. ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - WET
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 531 4/15/82 CONCORD, CA A/C Reg. No. N4SN Time (Lcl) - 1220 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - RUTAN VARIEZE
Landing Gear - UNK/NR
Max Gross Wt - 900
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 - 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- 300/005 KTS
Visibility - 50.0 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
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - 01
Runway Lth/Wid - 2768/ 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 - 59
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 713	Last 24 Hrs - 1
Make/Model- 4	Last 30 Days- UNK/NR
Instrument- 8	Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING LANDING THE AIRCRAFT WAS IN A NOSE HIGH ATTITUDE, THUS OBSTRUCTING HIS VIEW OF THE RUNWAY. BY THE TIME HE GOT THE NOSE DOWN ENOUGH TO SEE OVER IT, THE AIRCRAFT WAS DRIFTING OFF THE RIGHT SIDE OF THE RUNWAY. HE APPLIED LEFT BRAKING ACTION TO STEER THE PLANE BACK TO THE RUNWAY, BUT HE WAS TOO LATE TO AVOID THE RUNWAY LIGHTS. THE FIXED MAIN GEAR AND RETRACTABLE NOSE GEAR WERE DAMAGED.

Brief of Accident (Continued)

File No. - 531

4/15/82

CONCORD, CA

A/C Reg. No. N45N

Time (Lc1) - 1220 PST

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

Finding(s)

1. OBJECT - RUNWAY LIGHT
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 445 4/16/82 KETTLEMAN CITY, CA A/C Reg. No. N5672X Time (Lcl) - 1300 PST

-----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	1
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-LANDING		Other	0	0	0

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

Make/Model	- AVRES CORP. S-2R	Eng Make/Model	- P&W R-1340-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 6500	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	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	DUSTER STRIP	
Wind Dir/Speed	- CALM	Runway Ident	- N/A
Visibility	- 10.0 SM	Runway Lth/Wid	- N/A
Cloud Conditions(1st)	- NONE	Runway Surface	- DIRT
Cloud Conditions(2nd)	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 4500
SE LAND	Months Since - 2	Make/Model-	1000
	Aircraft Type - BE-35	Instrument-	0
		Last 24 Hrs -	10
		Last 30 Days-	100
		Last 90 Days-	250

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE FUEL GAUGE WAS FAULTY SO HE FLEW BY TIME. ON THE DAY OF THE ACCIDENT THE BATTERY ON THE PILOT'S ELECTRIC WATCH RAN DOWN. THE PILOT REPORTED THAT THE AIRCRAFT RAN OUT OF FUEL AND CRASHED IN AN OPEN FIELD WITH HIS WATCH STILL SHOWING HE HAD 20 MINUTES OF FUEL REMAINING.

Brief of Accident (Continued)

File No. - 445

4/16/82

KETTLEMAN CITY,CA

A/C Reg. No. N5672X

Time (Lcl) - 1300 PST

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

Finding(s)

1. ENGINE INSTRUMENTS,FUEL QUANTITY GAUGE - INOPERATIVE
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
 3. FLUID,FUEL - STARVATION
 4. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 533 4/21/82 HEARST,CA A/C Reg. No. N667WT Time (Lcl) - 2130 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - BEECH A36TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-520UB
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 280/005 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
WILLITS,CA
Destination
FAIR OAKS,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)
PRIVATE
SE LAND,SE SEA

Age - 53
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1411
Make/Model- 64
Instrument- 44
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 26 MINUTES AFTER TAKEOFF, THE AIRCRAFT CRASHED IN MOUNTAINOUS TERRAIN AT NIGHT. THE CRASH SITE WAS LOCATED ABOUT EIGHT MILES EAST OF THE DEPARTURE AIRPORT AND WAS AT AN ELEVATION OF ABOUT 2000 FT MSL. DURING IMPACT IT STRUCK TREES AND A 20 DEGREE SLOPE WHILE ON A WESTERLY HEADING. A WITNESS STATED THAT HE HEARD AND OBSERVED THE AIRCRAFT FLY OVER HIS RESIDENCE AND THEN CRASH ABOUT ONE MINUTE LATER. HE STATED THAT WHEN THE AIRCRAFT FLEW OVER HIS POSITION, THE ENGINE WAS SPUTTERING AS IF IT WAS OUT OF GAS, AND THEN IT QUIT RUNNING ALTOGETHER. THE AIRCRAFT AND THE ENGINE WERE BADLY DEMOLISHED DURING IMPACT.

BRIEF OF ACCIDENT (Continued)

File No. - 533

4/21/82

HEARST, CA

A/C Reg. No. N667WT

Time (Lcl) - 2130 PST

Occurrence #1 LOSS OF POWER
Phase of Operation UNKNOWN

Finding(s)

1. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

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

Finding(s)

2. LIGHT CONDITION - DARK NIGHT
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - HIGH TERRAIN

----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. - 582 4/22/82 APPLE VALLEY,CA A/C Reg. No. N24082 Time (Lcl) - 1553 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL - SOLO	Fire	Crew 1	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 - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LONG BEACH,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	RETURN	APPLE VALLEY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6500/ 150
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 - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 59
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 27
		Instrument- 2
		Last 30 Days- 8
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE AIRCRAFT TO BE GLIDING ON FINAL APPROACH WITH THE ENGINE AT IDLE WHEN IT ABRUPTLY PITCHED NOSE DOWN AND STRUCK THE GROUND. THE ENGINE AND BOTH LEADING EDGES OF THE WINGS CONTACTED THE GROUND AT THE SAME TIME WITH NO TURNING MOVEMENT. INVESTIGATION DISCLOSED NO EVIDENCE OF PRE-IMPACT FAILURE OF MALFUNCTION OF THE AIRCRAFT. THE ACCIDENT TOOK PLACE ABOUT 1/8 MILE FROM THE END OF THE RUNWAY AND THE AIRCRAFT WAS APPROXIMATELY 30 FT ABOVE GROUND LEVEL WHEN THE AIRCRAFT PITCHED NOSE DOWN.

Brief of Accident (Continued)

File No. - 582

4/22/82

APPLE VALLEY, CA

A/C Reg. No. N24082

Time (Lcl) - 1553 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VSO - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 534 4/25/82 HAYWARD, CA A/C Reg. No. N21551 Time (Lcl) - 1256 PST

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

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

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

Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	HAYWARD AIR TERMINAL
Wind Dir/Speed	- 260/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 28L
Cloud Conditions(1st)	- 12000 FT BROKEN	- NONE	Runway Lth/Wid
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance	- 5156/ 150
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Approach Flown	- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status
			- DRY

-----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
SE LAND,ME LAND	Months Since	- 3	- 962
	Aircraft Type	- UNK/NR	Make/Model
			- 200
			Instrument
			- 47
			Multi-Eng
			- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL APPROACH FOR A SIMULATED SHORT FIELD LANDING, THE ENGINE LOST POWER. THE PILOTS WERE UNABLE TO RESTART THE ENGINE, AND THE AIRCRAFT STRUCK A FENCE AND NOSED OVER DURING THE LANDING. CONDITIONS WERE FAVORABLE FOR CARBURETOR ICE, BUT THE INSTRUCTOR REPORTED THAT THE CARBURETOR HEAT WAS ON. AN EXAMINATION OF THE AIRCRAFT REVEALED NO PREIMPACT FAILURE OR MALFUNCTION. THE ENGINE STARTED AND RAN DURING AN OPERATIONAL CHECK.

Brief of Accident (Continued)

File No. - 534

4/25/82

HAYWARD,CA

A/C Reg. No. N21551

Time (Lcl) - 1256 PST

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

Finding(s)
1. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. OBJECT - FENCE

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 599 4/30/82 MARKLEEVILLE, CA A/C Reg. No. N31825 Time (Lc1) - 1115 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CARSON CITY, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RETURN	ALPINE COUNTY
Wind Dir/Speed- VARIABLE-UNK/NR	ATC/Airspace	Runway Ident - 34
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4400 -UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 185
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 36
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF ROLL OF A TOUCH AND GO LANDING THE PILOT STATED THAT THE AIRCRAFT ABRUPTLY SWERVED TO THE LEFT AND WENT OFF THE RUNWAY. SUBSTANTIAL DAMAGE OCCURRED WHEN THE AIRCRAFT COLLIDED WITH TWO TREES.

Brief of Accident (Continued)

File No. - 599

4/30/82

MARKLEEVILLE,CA

A/C Reg. No. N31825

Time (Lc1) - 1115 PDT

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

Finding(s)

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

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

Finding(s)

3. OBJECT - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 547 1/09/82 STEAMBOAT SPRINGS.CO A/C Reg. No. N2195G Time (Lcl) - 1540 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries 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 182A	Eng Make/Model - CONTINENTAL D-470L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ROUTT CITY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 32
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4000 -UNK/NR
Cloud Conditions(1st) - 18000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - SNOW
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - SNOW - CRUSTED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 307
SE LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 21
		Instrument- 62
		Last 30 Days- UNK/NR
		Last 90 Days- 29

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE PILOT ENTERED THE TRAFFIC PATTERN FOR LANDING, HE EXTENDED HIS DOWNWIND LEG TO ACCOMMODATE THE DEPARTURE OF ANOTHER AIRCRAFT. THE PILOT REPORTED THAT HE PUSHED THE THROTTLE FORWARD AS HE TURNED BASE, BUT THE ENGINE FAILED TO RESPOND. DURING A FORCED LANDING, THE AIRCRAFT TOUCHED DOWN IN A SNOWBANK ABOUT 75 FT SHORT OF THE THRESHOLD. AN INVESTIGATION REVEALED THERE WAS LESS THAN 10 GALLONS OF FUEL REMAINING. THE FUEL CAPACITY OF THE AIRCRAFT WAS 65 GALLONS WITH 55 GALLONS USABLE.

Brief of Accident (Continued)

File No. - 547

1/09/82

STEAMBOAT SPRINGS, CO

A/C Reg. No. N2195G

Time (Lcl) - 1540 MST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 555 1/11/82 SAQUACHE.CO A/C Reg. No. N2332C 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 -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 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- 360/020 KTS
Visibility - 10.0 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
VILLA GROVE.CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

COCHETOPA
Runway Ident - 26
Runway Lth/Wid - 3500 -UNK/NR
Runway Surface - GRAVEL
Runway Status - N/A

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2783
Make/Model- 99
Instrument- 156
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 122
Rotorcraft - 2457

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A ROUND-ROBIN VFR FLIGHT THE PILOT LANDED AT COCHETOPA STRIP AND SHUT DOWN FOR 1 HOUR. THE PILOT STATED THAT AT THE TIME OF TAKEOFF THE WIND VELOCITY HAD INCREASED TO 20-25 KNOTS WITH ALMOST A DIRECT CROSSWIND. DURING TAKEOFF THE AIRCRAFT DRIFTED LEFT INTO A SNOWBANK, CARTWHEELED AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 555

1/11/82

SAQUACHE,CO

A/C Reg. No. N2332C

Time (Lcl) - 1500 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. TERRAIN CONDITION - SNOW COVERED
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 540 3/06/82 BOULDER, CO

A/C Reg. No. N4899F

Time (Lcl) - 2140 MST

-----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 172

Eng Make/Model - LYCOMING O-320-H2AD

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2150

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 160 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/008 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - 18000 FT SCATTERED

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

BROOMFIELD, CO

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

Age - 43

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 296

Last 24 Hrs - 2

SE LAND

Months Since - 7

Make/Model- 296

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 7

Last 90 Days- 94

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE LOST POWER WHILE THE AIRCRAFT WAS CRUISING AT 7500 FT MSL AT NIGHT. DURING A FORCED LANDING, THE AIRCRAFT TOUCHED DOWN ON STEEP, ROCKY SOIL. THE AIRCRAFT BOUNCED AND THEN NOSED OVER AFTER A SECOND TOUCHDOWN. DURING AN INTERVIEW ABOUT TWO HOURS AFTER THE ACCIDENT, THE PILOT REPORTED AN INDICATION OF ABOUT 1800 RPM WHEN THE ENGINE LOST POWER. DURING THAT INTERVIEW, HE INDICATED THAT HE MAY NOT HAVE USED CARBURETOR HEAT WHILE ATTEMPTING TO RESTART THE ENGINE. LATER IN A WRITTEN STATEMENT HE REPORTED THAT HE "PUSHED IN CARB HEAT" WHILE ATTEMPTING TO RESTART THE ENGINE. THE TEMPERATURE WAS 27 DEGREES FAHRENHEIT, BUT THE DEW POINT WAS NOT DETERMINED. WHEN THE FUEL SYSTEM WAS CHECKED, NO CONTAMINATION WAS FOUND. HOWEVER, DURING IMPACT, THE FIREWALL SUMP HAD RUPTURED AND THE CARBURETOR WAS BROKEN AWAY FROM THE ENGINE. AN ENGINE TEARDOWN REVEALED NO PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 540

3/06/82

BOULDER, CO

A/C Reg. No. N4899F

Time (Lcl) - 2140 MST

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

Finding(s)

1. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
4. TERRAIN CONDITION - UPHILL
5. TERRAIN CONDITION - ROUGH/UNEVEN

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

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. - 476

3/12/82

BOULDER, CO

A/C Reg. No. N3738J

Time (Lcl) - 1300 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

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

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

Make/Model - BEECH A36TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3650
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-520-UB
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES-UNK/NR
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- 240/035 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
JACKSON, WY
Destination
SCOTTSDALE, AZ

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BOULDER 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)

PRIVATE
SE LAND

Age - 54

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 750	Last 24 Hrs	- UNK/NR
Make/Model-	730	Last 30 Days-	UNK/NR
Instrument-	30	Last 90 Days-	UNK/NR
Multi-Eng -	20	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING A NORMAL APPROACH, HE ENCOUNTERED A SEVERE DOWNDRAFT IN WINDS GUSTING ABOUT 40 TO 60 KNOTS. HE STARTED TO ABORT THE LANDING BY RAISING THE GEAR AND APPLYING FULL POWER. THE PILOT STATED THAT HE TURNED RIGHT TO AVOID A HILL, BUT WAS UNABLE TO GAIN ENOUGH ALTITUDE TO CLEAR A HOUSE. THEREFORE, HE CHOPPED THE POWER AND LET THE AIRCRAFT DOWN INTO AN OPEN AREA. A WITNESS STATED THAT THE PLANE APPEARED TO ENTER AN AREA OF SINK THAT IS NORMALLY PRESENT ON THE APPROACH END OF THAT RUNWAY IN HIGH WESTERLY WINDS. THE PASSENGER STATED THAT THE RIGHT WING CLIPPED A POWERLINE BEFORE THE PLANE WENT DOWN AT A SHALLOW ANGLE. THE AIRCRAFT CRASHED ON A GRAVEL ROAD ABOUT 1000 FT FROM THE APPROACH END OF THE RUNWAY. THE ELEVATION WAS ABOUT 5300 FT MSL.

Brief of Accident (Continued)

File No. - 476

3/12/82

BOULDER, CO

A/C Reg. No. N3738J

Time (Lc1) - 1300 MST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - GUSTS
5. WEATHER CONDITION - DOWNDRAFT
6. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

7. TERRAIN CONDITION - HIGH TERRAIN
8. MANEUVER - PERFORMED - PILOT IN COMMAND
9. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
10. OBJECT - WIRE, STATIC

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 527 - 4/24/82 LONGMONT, CO

A/C Reg. No. N72AV

Time (Lcl) - 0830 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Type of Operation -SIGHTSEEING(NOT PART 135)

NONE

Fatal

Injuries

Serious

Minor

None

Flight Conducted Under -14 CFR 91

NONE

Crew

0

0

0

1

Accident Occurred During -LANDING

Pass

0

1

0

2

Other

0

0

0

0

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

Make/Model - AVIAN BALLOON SKYHAWK

Eng Make/Model - N/A

ELT Installed/Activated - NO -N/A

Landing Gear - N/A

Number Engines - N/A

Stall Warning System - NO

Max Gross Wt - 900

Engine Type - N/A

Weather Radar - NO

No. of Seats - 4

Rated Power - N/A

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 200/005 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

BERTHAND, CO

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - VFR

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)

COMMERCIAL, CFI

Age - 33

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1798

Make/Model- 30

Instrument- 127

Multi-Eng - 109

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 119

FREE BALLOON

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOKOFF IN THE BALLOON WITH THREE PASSENGERS ON A SIGHT-SEEING FLIGHT. THE WIND WAS FROM 200 DEGREES AT 5 GUSTING 7 KNOTS. A LARGE FIELD WAS SELECTED FOR LANDING. WHILE USING A HIGH WIND LANDING PROCEDURE, THE GONDOLA TIPPED OVER DURING TOUCHDOWN. ONE PASSENGER FELL OUT AND FRACTURED A VERTEBRA.

Brief of Accident (Continued)

File No. - 527

4/24/82

LONGMONT, CO

A/C Reg. No. N72AV

Time (Lc1) - 0830 MST

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. - 548

1/08/82

ODESSA, FL

A/C Reg. No. N80264

Time (Lcl) - 0102 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
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 - CONTINENTAL O-300
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
ORLANDO, FL
Destination
ODESSA, FL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

W. PASCO
Runway Ident - 08
Runway Lth/Wid - 5000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 50

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2600	Last 24 Hrs	- UNK/NR
Make/Model-	1800	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MANEUVERING AT LOW ALTITUDE, THE AIRCRAFT STRUCK A POWER LINE AND CRASHED INTO A FIELD ABOUT 1000 FT SOUTH OF THE AIRPORT. THE ACCIDENT OCCURRED AT NIGHT IN HEAVY FOG. AN EXAMINATION OF THE CABLE MARKS ON THE WRECKAGE INDICATED THE AIRCRAFT WAS IN A LEVEL ATTITUDE WHEN IT STRUCK THE POWERLINES.

Brief of Accident (Continued)

File No. - 548

1/08/82

ODESSA, FL

A/C Reg. No. N80264

Time (Lc1) - 0102 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. OBJECT - WIRE, TRANSMISSION

-----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. - 471 1/23/82 NEWPORT RICHEY, FL A/C Reg. No. N32555 Time (Lcl) - 1534 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-34-200T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4500
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSI-360-E
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 210 HP

ELT Installed/Activated - YES/YES
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- 210/012 KTS
Visibility - 15.0 SM

Cloud Conditions(1st) - 3000 FT SCATTERED

Cloud Conditions(2nd) - 4500 FT SCATTERED

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CLEARWATER, FL

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)

ATP

SE LAND, ME LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - B-727

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 16500

Make/Model- 500

Instrument- 2700

Multi-Eng - 12800

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 10

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF, THE PILOT PROCEEDED TO THE HIDDEN LAKE AIRPORT WHICH WAS IN THE LOCAL AREA. THE PILOT STATED THAT HE MADE ONE CIRCLE OVER THE AIRPORT AT 2300 FT. WHILE TURNING LEFT THROUGH A SOUTHWESTERLY HEADING, HE HEARD A LOUD THUMP. SUBSEQUENTLY, HE REALIZED THAT A COLLISION HAD OCCURRED WITH ANOTHER AIRCRAFT. BOTH AIRCRAFT WERE SUBSTANTIALLY DAMAGED, BUT BOTH LANDED WITHOUT FURTHER INCIDENT. THE OTHER AIRCRAFT WAS A CESSNA 150, N45453, THAT HAD DEPARTED ORLANDO, FLORIDA ON A VFR FLIGHT TO TAMPA, FLORIDA.

Brief of Accident (Continued)

File No. - 471

1/23/82

NEWPORT RICHEY, FL

A/C Reg. No. N32555

Time (Lc1) - 1534 EST

Occurrence MIDAIR COLLISION
Phase of Operation APPROACH

Finding(s)

1. CONTROL TOWER - UNAVAILABLE
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 471 1/23/82 NEWPORT RICHEY, FL A/C Reg. No. N45453 Time (Lc1) - 1534 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	Serious	Minor	None		
Accident Occurred During - CRUISE		Other					
			0	0	0	1	
			0	0	0	1	
			0	0	0	1	

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

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL D-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	ORLANDO, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TAMPA, FL	
Wind Dir/Speed- 210/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 4500 FT SCATTERED	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 90
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 15
	Aircraft Type - C-150	Make/Model- 90
		Last 30 Days- 13
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED ORLANDO, FLORIDA ON A VFR FLIGHT TO TAMPA, FLORIDA. AT ABOUT 1534 EST, THE PILOT CONTACTED TAMPA APPROACH CONTROL FOR VFR FLIGHT FOLLOWING. APPROACH CONTROL REPORTED RADAR CONTACT, AND AT THE SAME TIME, ISSUED AN ADVISORY, "TRAFFIC AT ELEVEN O'CLOCK, ONE MILE." THE PILOT REPORTED THAT A FEW SECONDS LATER, A COLLISION WITH ANOTHER AIRCRAFT OCCURRED FROM THE ABOVE, LEFT SIDE. BOTH AIRCRAFT WERE SUBSTANTIALLY DAMAGED, BUT BOTH LANDED WITHOUT FURTHER INCIDENT. THE OTHER AIRCRAFT WAS A PIPER PA-34, N32555, IN A LEFT TURN OVER A LOCAL AIRPORT.

Brief of Accident (Continued)

File No. - 471

1/23/82

NEWPORT RICHEY, FL

A/C Reg. No. N45453

Time (Lc1) - 1534 EST

Occurrence MIDAIR COLLISION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. TRAFFIC ADVISORY - PERFORMED - ATC PERSONNEL (DEP/APCH)
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 500 2/01/82 CRYSTAL RIVER, FL A/C Reg. No. N5111D Time (Lcl) - 1130 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 090/010 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 1000 FT BROKEN
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision - HAZE
Precipitation - RAIN SHOWER
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PERRY, FL
Destination
OPA LOCKA, FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CRYSTAL RIVER
Runway Ident - 27
Runway Lth/Wid - 3000 -UNK/NR
Runway Surface - GRAVEL
Runway Status - WET

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

Pilot-In-Command

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

Age - 30

Biennial Flight Review

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

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

Total	- 112	Last 24 Hrs	- 7
Make/Model	- 27	Last 30 Days	- UNK/NR
Instrument	- 16	Last 90 Days	- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT WAS A FOREIGN NATIONAL THAT WAS DISPATCHED ON A SOLO CROSS-COUNTRY TRAINING FLIGHT. HOWEVER, HE DEPARTED ON A DIFFERENT ROUTE WITH A PASSENGER. DURING THE RETURN FLIGHT, HE ENCOUNTERED DETERIORATING WEATHER AND DECIDED TO LAND AT THE CRYSTAL RIVER AIRPORT. A WITNESS OBSERVED THE PILOT LAND WITH A TAILWIND, THEN INITIATED A GO-AROUND ABOUT 3/4 OF THE WAY DOWN THE RUNWAY. WHILE CLIMBING OVER TREES, THE AIRCRAFT ROLLED LEFT, THE NOSE DROPPED, AND THE PLANE CRASHED.

Brief of Accident (Continued)

File No. - 500

2/01/82

CRYSTAL RIVER, FL

A/C Reg. No. N5111D

Time (Lc1) - 1130 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - WEATHER CONDITION
2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. DISTANCE - MISJUDGED - PILOT IN COMMAND
7. AIRSPEED - MISJUDGED - PILOT IN COMMAND
8. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
9. GO-AROUND - DELAYED - PILOT IN COMMAND
10. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
11. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7,9,10,11

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 595 2/04/82 ORMAND BEACH, FL A/C Reg. No. N90286 Time (Lcl) - 1927 EST

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

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

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

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 124 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ORMAND BEACH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	DAYTONA BEACH, FL	Runway Ident - N/A
Wind Dir/Speed- 020/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 300 FT OVERCAST	Type of Clearance - SPECIAL VFR	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 - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 471
SE LAND	Months Since - 12	Make/Model- 315
HELICOPTER	Aircraft Type - R-22	Instrument- 5
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 77
		Rotorcraft - 315

Instrument Rating(s) - NONE

-----Narrative-----

AFTER BEING TOLD BY THE OPERATOR TO REMAIN ON THE GROUND UNTIL THE WEATHER IMPROVED THE INSTRUCTOR PILOT DEPARTED ORMOND BEACH AIRPORT. THE PILOT RADIOED DAYTONA BEACH APPROACH CONTROL AND REQUESTED A SPECIAL VFR CLEARANCE AND VECTORS TO DAYTONA BEACH AIRPORT. IFR CONDITIONS PREVAILED AT BOTH ORMOND BEACH AND DAYTONA BEACH WITH VISIBILITY RESTRICTED TO 1-2 MILES IN FOG AND 300-400 FEET OVERCAST CEILINGS. THE WRECKAGE WAS FOUND 1/2 MILE EAST OF THE ORMOND BEACH AIRPORT.

Brief of Accident (Continued)

File No. - 595

2/04/82

ORMAND BEACH, FL

A/C Reg. No. N90286

Time (Lcl) - 1927 EST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 499 2/06/82 FT. PIERCE, FL A/C Reg. No. N747CE Time (Lcl) - 2115 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - PIPER PA-31
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

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

Basic Weather - IMC

Wind Dir/Speed- 360/010 KTS

Visibility - 2.5 SM

Cloud Conditions(1st) - 900 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR INDEFINITE

Obstructions to Vision- UNK/NR

Precipitation - RAIN

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
MONTEGA BAY, JAMAICA

Destination

FR. LAUDERDALE, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - UNK/NR

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND, SE SEA, ME SEA

HELICOPTER

Age - 42

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED AT NIGHT NEAR A PRIVATE STRIP IN MARGINAL WEATHER CONDITIONS. THE GEAR WAS FOUND IN THE UP POSITION, THE RIGHT ENGINE WAS BROKEN OFF, THE NOSE SECTION WAS CRUSHED BACK TO THE WINDSHIELD, AND BOTH PROPELLERS WERE BENT AND TWISTED. ABOUT 1300 LBS OF MARIJUANA WAS FOUND ON BOARD.

Brief of Accident (Continued)

File No. - 499

2/06/82

FT. PIERCE, FL

A/C Reg. No. N747CE

Time (Lc1) - 2115 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - LOW CEILING
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
6. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 570 2/07/82 W. OF HOMESTEAD, FL A/C Reg. No. N7361P Time (Lcl) - 1730 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	2	0	0	0
Other	4	0	0	0

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

Make/Model - PIPER PA-24-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

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

ELT Installed/Activated - 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- 007/007 KTS
Visibility - 8.0 SM
Cloud Conditions(1st) - 8000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EVERGLADES, FL
Destination
HOMESTEAD, FL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 64
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 862
Make/Model- 341
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- 5
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

CESSNA N228OG AND PIPER N7361P COLLIDED IN MIDAIR IN A REMOTE AREA OF THE EVERGLADES NATIONAL PARK, FLORIDA.

Brief of Accident (Continued)

File No. - 570

2/07/82

W. OF HOMESTEAD, FL

A/C Reg. No. N7361P

Time (Lc1) - 1730 EST

Occurrence MIDAIR COLLISION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 570 2/07/82 W. OF HOMESTEAD, FL A/C Reg. No. N2280G Time (Lcl) - 1730 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries

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

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0
Other	4	0	0	0

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

Make/Model - CESSNA 182B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

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

ELT Installed/Activated - YES/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- 007/007 KTS

Visibility - 8.0 SM

Cloud Conditions(1st) - 8000 FT SCATTERED

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

EVERGLADES, FL

Destination

HOMESTEAD, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND, ME LAND

Age - 64

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 35142

Make/Model- 1019

Instrument- UNK/NR

Multi-Eng - 33000

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 20

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A WITNESS STATED THAT THE CESSNA 182B, N2280G, DEPARTED EVERGLADES CITY AIRPORT BETWEEN 1630 AND 1645 EST. ANOTHER WITNESS STATED THAT THE PIPER PA-24, N7361P, DEPARTED FROM THE SAME AIRPORT ABOUT 1700 EST. THE AIRCRAFT COLLIDED WITH EACH OTHER OVER A REMOTE AREA OF THE EVERGLADES NATIONAL PARK.

Brief of Accident (Continued)

File No. - 570

2/07/82

W. OF HOMESTEAD, FL

A/C Reg. No. N2280G

Time (Lc1) - 1730 EST

Occurrence MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 575 2/11/82 MIAMI, FL

A/C Reg. No. N24CC

Time (Lc1) - 0546 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - CESSNA 421
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6800
No. of Seats - 6

Eng Make/Model - CONTINENTAL GTSIO-520-D
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 375 HP

ELT Installed/Activated - YES/NO
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 - IMC
Wind Dir/Speed- 300/003 KTS
Visibility - .500 SM
Cloud Conditions(1st) - 200 FT INDEFINITE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type 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 - 29
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2850 Last 24 Hrs - UNK/NR
Make/Model- 560 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - 1040 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT DEPARTED THE TAMiami AIRPORT, MIAMI, FLORIDA AT APPROXIMATELY 2100 EST ON FEBRUARY 9, 1982. THERE WAS NO FLIGHT PLAN FILED AND THE PURPOSE, DESTINATION, AND LOCATIONS OF POSSIBLE ENROUTE STOPS WERE NOT DETERMINED. THE NEXT REPORTED COMMUNICATION WITH THE FLIGHT WAS AT 0533 ON FEBRUARY 11, 1982 WHEN THE FOLLOWING TRANSMISSION WAS RECORDED ON THE MIAMI INTERNATIONAL AIRPORT'S CONTROL TOWER FREQUENCY: "MAYDAY-MAYDAY-MAYDAY TWIN CESSNA 421CC GOING IN WEST OF MIAMI, GOING IN WEST OF MIAMI." THE AIRCRAFT INITIALLY IMPACTED THE TERRAIN WHILE ON AN EASTERLY HEADING IN A NEAR LEVEL ATTITUDE. IT BOUNCED AND IMPACTED THE SECOND TIME IN A 40 DEGREE NOSE DOWN ATTITUDE AND FLIPPED INVERTED. THE WING FUEL TANKS RUPTURED IN THE CRASH BUT THE MAIN TANKS WERE INTACT AND FOUND VOID OF FUEL. BOTH PROPELLERS SEPARATED DURING THE CRASH SEQUENCE AND THE BLADE DISTORTIONS WERE NOT INDICATIVE OF POWER AT THE TIME OF IMPACT.

Brief of Accident (Continued)

File No. - 575

2/11/82

MIAMI, FL

A/C Reg. No. N24CC

Time (Lc1) - 0546 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

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

Finding(s)

4. WEATHER CONDITION - FOG
5. LIGHT CONDITION - DARK NIGHT
6. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 446 3/06/82 SUMMERLAND, FL A/C Reg. No. N1145P Time (Lcl) - 1100 EST

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

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

Make/Model - PIPER PA-23	Eng Make/Model - LYCOMING O-320-A3B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3500	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 AIRSTRIP
Method - N/A	MARATHON, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SUMMERLAND, FL	SUMMERLAND KEY
Wind Dir/Speed- 160/009 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2240/ 50
Cloud Conditions(1st) - 1500 FT SCATTERED	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 - 48	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 2306
ME LAND	Months Since - 24	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 25
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - 173

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT TOUCHED DOWN NEAR THE THRESHOLD OF RUNWAY 12, VEERED LEFT, AND DEPARTED THE DEFINED RUNWAY AREA 400 FEET FROM THE THRESHOLD. THE WIND REPORTED AT THE KEY WEST, FL FSS WAS 160 DEGREES AT 9 KNOTS. AFTER LEAVING THE RUNWAY ENVIRONMENT THE AIRCRAFT COLLIDED WITH A TREE, A UTILITY POLE, AND FINALLY CAME TO REST AS IT STRUCK ANOTHER TREE AND A PARKED CAR.

Brief of Accident (Continued)

File No. - 446

3/06/82

SUMMERLAND, FL

A/C Reg. No. N1145P

Time (Lc1) - 1100 EST

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

Finding(s)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 411 4/16/82 LAKE WALES, FL A/C Reg. No. N3212S Time (Lc1) - 1030 EST

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

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

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

Make/Model - CESSNA 182G	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
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 - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	KISSIMMEE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAKE WALES, FL	LAKE WALES
Wind Dir/Speed- 120/004 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000-N/A
Cloud Conditions(1st) - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 500
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 100
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE ON SHORT FINAL THE ENGINE WOULD NOT RESPOND TO POWER INCREASES AND REMAINED AT IDLE SPEED. THE PILOT SWERVED AROUND A BUILDING AND DOVE THE AIRCRAFT UNDER WIRES FINALLY COMING TO REST IN A DITCH. EXAMINATION OF THE FUEL SYSTEM GASCOLATOR REVEALED THAT IT WAS PARTIALLY FILLED WITH WATER AND DIRT. THE CARBURETOR BOWL SHOWED SIGNS OF THE CORROSIVE EFFECTS AND SEDIMENTS NORMALLY ASSOCIATED WITH THE ACCUMULATION OF WATER.

Brief of Accident (Continued)

File No. - 411

4/16/82

LAKE WALES, FL

A/C Reg. No. N3212S

Time (Lc1) - 1030 EST

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

Finding(s)

1. FLUID, FUEL - WATER
 2. FUEL SYSTEM, CARBURETOR - CORRODED
 3. FLUID, FUEL - CONTAMINATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - BUILDING(NONRESIDENTIAL)
 5. MANEUVER - PERFORMED - PILOT IN COMMAND
 6. OBJECT - WIRE, STATIC
 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) 1,2,3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 412 4/17/82 PANAMA CITY,FL A/C Reg. No. N2144K Time (Lcl) - 2120 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 - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL C-65	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	TALLAHASSEE,FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	DESTIN,FL	
Wind Dir/Speed- 190/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 900 FT OVERCAST	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 - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 4100
SE LAND	Months Since - 3	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 6
		Last 30 Days- UNK/NR
		Instrument- 520
		Last 90 Days- 75
		Multi-Eng - 2110

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ELECTED TO MAKE A PRECAUTIONARY LANDING ON A HIGHWAY MEDIAN DUE TO LOW FUEL AND WEATHER CONDITIONS.
DURING THE LANDING ROLL THE AIRCRAFT COLLIDED WITH MARKER POSTS AND NOSED OVER.

Brief of Accident (Continued)

File No. - 412

4/17/82

PANAMA CITY, FL

A/C Reg. No. N2144K

Time (Lc1) - 2120 EST

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

Finding(s)

1. FLUID, FUEL - LOW LEVEL
 2. WEATHER CONDITION - LOW CEILING
 3. LIGHT CONDITION - NIGHT
 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 5. OBJECT - OBJECT
 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) 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. - 413 4/19/82 LAKE WALES, FL A/C Reg. No. N56826 Time (Lcl) - 1000 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	2
Other 0	0	0	0

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING O-320-E34
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- 080/006 KTS
Visibility - 8.0 SM
Cloud Conditions(1st) - 2300 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
ORLANDO, FL

Airport Proximity
ON AIRSTRIP

Airport Data

TIGER LAKE
Runway Ident - 36
Runway Lth/Wid - 3500 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

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 - 25
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 66
Last 24 Hrs - 1
Make/Model- 8
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 6
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THREE/FOURTHS OF THE WAY DOWN THE RUNWAY, THE PILOT DECIDED TO ABORT BECAUSE OF A SLOW BUILDUP OF AIRSPEED ON THE WET GRASS. THE AIRCRAFT OVERRAN THE RUNWAY COLLIDING WITH A FENCE AND A TREE.

Brief of Accident (Continued)

File No. - 413

4/19/82

LAKE WALES, FL

A/C Reg. No. N56826

Time (Lc1) - 1000 EST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF

Finding(s)

1. TERRAIN CONDITION - WET
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. OBJECT - FENCE

-----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. - 464 4/21/82 VERO BEACH, FL A/C Reg. No. N9033B Time (Lcl) - 1440 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	1	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - HOVER		Other 0	0	0	0

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

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	VERO BEACH MUNICIPAL
Wind Dir/Speed- 110/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 800
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER WAS AIR TAXIED TO THE FUEL PUMP FOR REFUELING. THE AIRCREW REMAINED IN THE HELICOPTER WHILE THE LINEMAN SERVICED THE FUEL TANK. AFTER REFUELING AND STARTING THE ENGINE, THE INSTRUCTOR WAS AT THE CONTROLS WHILE IN CLOSE PROXIMITY OF THE PUMPS. HE REPORTED HEARING A "THUD" WHEN THE HELICOPTER HAD MOVED ABOUT 10 FEET FROM THE PUMPS AND THOUGHT SOMETHING HAD JAMMED. THE PILOTS THOUGHT THEY HAD EXPERIENCED SOME MALFUNCTION OF THE FLIGHT CONTROL SYSTEM. THEY REPORTED THAT THE HELICOPTER GYRATED LEFT AND RIGHT BEFORE CRASHING AFTER THE MAIN ROTOR BLADES STRUCK THE GROUND. AN INVESTIGATION REVEALED THAT DURING REFUELING OPERATIONS, A GROUND WIRE WAS NORMALLY CLIPPED TO A TAB ON THE LANDING SKID. THE PRINCIPAL EXECUTIVE OFFICER FOR THE FLIGHT SCHOOL BELIEVED THAT THE GROUND WIRE MAY NOT HAVE BEEN REMOVED. HOWEVER, THE LINEMAN WAS POSITIVE HE HAD REMOVED THE GROUND WIRE, AND A WITNESS STATED NO WIRE WAS ATTACHED. NO PREIMPACT FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 464

4/21/82

VERO BEACH, FL

A/C Reg. No. N9033B

Time (Lc1) - 1440 EST

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

Finding(s)
1. UNDETERMINED

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 463 4/22/82 TAMPA,FL

A/C Reg. No. N41141

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

Fire Crew
NONE Pass
Other

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

Make/Model - PIPER J5A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-75
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- 280/009 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 14000 FT SCATTERED
Cloud Conditions(2nd) - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PLANT CITY,FL
Destination
TAMPA,FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

VANDENBERG
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 - 37

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - PIPERJ5

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE MALFUNCTIONED WHILE HE WAS ON A VFR FLIGHT. HE STATED THAT HE APPLIED CARBURETOR HEAT AS WELL AS OTHER MEASURES TO RESTORE POWER. THE MALFUNCTION PERSISTED, AND THE PLANE WAS SUBSTANTIALLY DAMAGED DURING A FORCED LANDING ABOUT ONE MILE FROM THE DESTINATION AIRPORT. AN EXAMINATION OF THE ENGINE REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OF FAILURE BEFORE THE FORCED LANDING. THE PILOT STATED THAT HE HAD 7.5 GALLONS OF FUEL IN THE HEADER FUEL TANK WHEN HE DEPARTED PLANT CITY, FLORIDA. THE ACCIDENT OCCURRED ABOUT 15 MINUTES AFTER TAKEOFF.

Brief of Accident (Continued)

File No. - 463

4/22/82

TAMPA, FL

A/C Reg. No. N41141

Time (Lcl) - 1615 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 596 4/23/82 MALONE, FL A/C Reg. No. N6521K Time (Lcl) - 1715 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
			Serious	Minor	None
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING.		Other 0	0	0	0

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

Make/Model - GRUMMAN G-164	Eng Make/Model - P&W R-985-AN3	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 6075	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 1	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MALONE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 060/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 4258
SE LAND, SE SEA, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 100
		Rotorcraft - 22

Instrument Rating(s) - NONE

-----Narrative-----

AFTER COMPLETING A SPRAY RUN THE AIRCRAFT WAS OBSERVED TO PULL UP IN A TIGHT LEFT TURN STRIKING A WATER TOWER APPROXIMATELY 5 FEET FROM THE TOP. THE AIRCRAFT SPIRALED DOWN AND CRASHED APPROXIMATELY 135 FEET FROM THE BASE OF THE TOWER.

Brief of Accident (Continued)

File No. - 596

4/23/82

MALONE, FL

A/C Reg. No. N6521K

Time (Lc1) - 1715 CST

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

Finding(s)

1. OBJECT - OBJECT
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
-

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

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

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. - 573 2/10/82 JESSUP,GA A/C Reg. No. N8299F Time (Lcl) - 1745 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4
Other	0	0	0	0

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

Make/Model - CESSNA 401
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6300
No. of Seats - 7

Eng Make/Model - CONTINENTAL TSIO-520E
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - UNK/NR
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- 090/006 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
VALDOSTA,GA
Destination
SAVANNAH,GA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WAYNE COUNTY
Runway Ident - 28
Runway Lth/Wid - 3800/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-401

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 11104
Last 24 Hrs - 3
Make/Model- 222
Last 30 Days- UNK/NR
Instrument- 693
Last 90 Days- 148
Multi-Eng - 1967

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER REACHING A CRUISE ALTITUDE OF 9500 FEET THE PILOT NOTICED SMOKE COMING OUT OF THE LEFT ENGINE COWLING. HE THEN PROCEEDED TO REDUCE THE LEFT THROTTLE BUT WAS UNABLE TO MOVE THE LEVER. ACCORDING TO THE PILOT THE FIRE WAS EXTINGUISHED WHEN THE LEFT FUEL SELECTOR WAS TURNED OFF BUT RELIT ABOUT 3 MINUTES LATER. DURING THE EMERGENCY DESCENT THAT FOLLOWED ALL ELECTRICAL POWER WAS LOST AND THE COPILOT WAS INSTRUCTED TO CRANK DOWN THE LANDING GEAR. DURING LANDING ROLL THE LEFT GEAR COLLAPSED AS THE WING CONTINUED TO BURN. ENGINE EXAMINATION REVEALED THAT THE FUEL PRESSURE RETURN LINE LOCATED ON THE FIREWALL WAS FINGER TIGHT. THE OTHER FITTING WAS SECURE AND THE MAINTENANCE MANUAL CALL FOR 30-40 INCH-POUNDS OF TORQUE ON THAT FITTING. THE PILOT DID NOT FOLLOW APPROVED EMERGENCY PROCEDURES FOR AN INFLIGHT WING OR ENGINE FIRE.

Brief of Accident (Continued)

File No. - 573

2/10/82

JESSUP,GA

A/C Reg. No. N8299F

Time (Lc1) - 1745 EST

Occurrence #1 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,LINE FITTING - LOOSE
 2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
-

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

Finding(s)

4. ELECTRICAL SYSTEM - FAILURE,TOTAL
-

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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. - 408 3/02/82 MUSTANG BLK A111,GM A/C Reg. No. N1080S Time (Lcl) - 0910 CST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage									
	ON-DEMAND AIR TAXI	NONE									
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	Serious	0	Injuries Minor	0	None	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0	4			
Accident Occurred During	-STANDING		Other	0	1	0	0	0			

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

Make/Model	- BELL 12	Eng Make/Model	- P&W PT6T-3	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 11200	Engine Type	- TURBOSHAFT	Weather Radar	- NO
No. of Seats	- 16	Rated Power	- 500 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	INGLESIDE TX	Runway Ident - N/A
Wind Dir/Speed- 160/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	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 FULL CIRCUIT	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - UNK/NR	Total - 3864	Last 24 Hrs - 3	
SE LAND	Months Since - UNK/NR	Make/Model- 184	Last 30 Days- UNK/NR	
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 18	Last 90 Days- 85	Rotorcraft - 3864

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE THE HELICOPTER WAS AT FLIGHT IDLE WAITING FOR THE NEXT LOAD OF PASSENGERS TO BOARD, A PASSENGER, WHO HAD BEEN TRAINED IN HELICOPTER SAFETY, WALKED INTO THE ROTOR BLADES. THE PASSENGER WAS ATTEMPTING TO PASS BEHIND THE TAIL ROTOR WHEN HE WAS STRUCK IN THE HEAD.

Brief of Accident (Continued)

File No. - 408

3/02/82

MUSTANG BLK A111,GM

A/C Reg. No. N1080S

Time (Lc1) - 0910 CST

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - IDLING ROTORS

Finding(s)

1. JUDGEMENT - POOR - PASSENGER

----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. - 410 4/25/82 AMES,IA A/C Reg. No. N53BL Time (Lcl) - 1730 CDT

-----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	- HOMEBUILT MUSTANG II	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 150 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	DES MOINES,IA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	AMES,IA	MUNICIPAL
Wind Dir/Speed	- 190/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 13
Cloud Conditions(1st)	- 5000 FT SCATTERED	Type of Clearance	- 3500/ 100
Cloud Conditions(2nd)	- 10000 FT UNK/NR	Type Approach Flown	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 407
ME LAND	Months Since - 6	Make/Model	- 349
	Aircraft Type - UNK/NR	Instrument	- 0
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 20

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE SECOND LANDING THE LEFT MAIN GEAR COLLAPSED AND THE AIRCRAFT VEERED OFF THE RUNWAY INTO A SOFT FLAT FIELD. INVESTIGATION REVEALED VERY LITTLE PENETRATION TO THE PARENT METAL AT THE GEAR ATTACHMENT POINTS ON BOTH SIDES.

Brief of Accident (Continued)

File No. - 410

4/25/82

AMES, IA

A/C Reg. No. N53BL

Time (Lc1) - 1730 CDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
 2. LANDING GEAR, MAIN GEAR ATTACHMENT - FAILURE, PARTIAL
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

----Probable Cause----

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

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. - 578 1/21/82 BOISE, ID A/C Reg. No. N4947K Time (Lcl) - 0856 MST

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

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

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

Make/Model - CESSNA P210N	Eng Make/Model - CONTINENTAL TSIO-520P	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BOISE, ID	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	NORTH LAS VEGAS, NV	Runway Ident - N/A
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Cloud Conditions(1st) - 300 FT INDEFINITE	Type of Clearance - UNK/NR	Runway Status - N/A
Cloud Conditions(2nd) - 20000 FT UNK/NR	Type Approach Flown - NONE	
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2502
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 0
	Aircraft Type - C-P210N	Make/Model- 36
		Last 30 Days- 0
		Instrument- 250
		Last 90 Days- 18
		Multi-Eng - 665

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF WHILE CLIMBING THROUGH 10,000 FT MSL THE PILOT DECLARED AN EMERGENCY. THE PILOT STATED HE WAS HAVING VACUUM PROBLEMS AND WAS ON PARTIAL PANEL. SALT LAKE CITY ARTCC ANSWERED HIS REQUEST FOR GUIDANCE TO A VFR LANDING WITH NO GYRO VECTOR INSTRUCTIONS BACK TO BOISE. THE PILOT THEN STATED HE HAD A PROBLEM WITH THE TURN COORDINATOR AND THAT THE VACUUM PUMP WAS NOT OPERATING. AT 0856 THE AIRCRAFT DISAPPEARED FROM THE SALT LAKE CITY ARTCC AND BOISE APPROACH CONTROL RADAR SCOPES. NO FURTHER RADIO CONTACT WAS MADE WITH THE AIRCRAFT. THE WRECKAGE WAS FOUND 18 MILES SE OF BOISE AFTER HAVING IMPACTED THE GROUND AT A NEAR VERTICAL ANGLE, STRIKING THE NOSE AND LEFT WING FIRST. EXAMINATION OF THE DRY AIR VACUUM PUMP REVEALED PREIMPACT FAILURE DAMAGE.

Brief of Accident (Continued)

File No. - 578

1/21/82

BOISE, ID

A/C Reg. No. N4947K

Time (Lc1) - 0856 MST

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

Finding(s)

1. VACUUM SYSTEM - FAILURE, TOTAL
2. FLIGHT/NAV INSTRUMENTS, ATTITUDE GYRO - INOPERATIVE
3. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - INOPERATIVE

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

Finding(s)

4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - SNOW
6. WEATHER CONDITION - FOG
7. WING, SPAR - OVERLOAD
8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, 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) 1,7,8,9

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 478 3/13/82 HAILEY, ID A/C Reg. No. N83764 Time (Lcl) - 0655 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	5
Accident Occurred During - TAKEOFF		Other 0	0	0	0

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

Make/Model - PIPER PA-32-301T	Eng Make/Model - LYCOMING TIO-540-1AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PROVO,UT	FRIEDMAN MEMORIAL
Wind Dir/Speed- 360/007 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6600/ 100
Cloud Conditions(1st) - NONE	Type of Clearance - UNK/NR	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 - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 605
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 34
		Instrument- 55
		Multi-Eng - 23
		Last 30 Days- 28
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

AFTER AN ENGINE RUN-UP WITH THE PARKING BRAKE SET, THE FIRST ATTEMPT TO TAKEOFF WAS ABORTED WHEN THE PLANE FAILED TO ACCELERATE SATISFACTORILY. THE BRAKES OPERATED SATISFACTORILY DURING THE ABORT AND A SECOND RUN-UP REVEALED NO UNUSUAL ENGINE INDICATIONS. WHILE TAXIING BACK TO THE APPROACH END OF THE RUNWAY, THE PILOT NOTED A LACK OF RIGHT BRAKING ACTION. HE ASKED THE PASSENGER IN THE RIGHT FRONT SEAT TO CHECK THE RIGHT SET OF BRAKES, THEN HE DETERMINED THE BRAKES WERE ACCEPTABLE. DURING A SECOND ATTEMPT TO TAKEOFF, THE PILOT FELT THERE WAS UNSATISFACTORY ACCELERATION AND ABORTED AGAIN. HOWEVER, HE REPORTED NO BRAKING ACTION WAS AVAILABLE. HE USED AERODYNAMIC BRAKING AND FISHTAILED TO SLOW THE AIRCRAFT, AND FINALLY, HE RAN INTO A SNOWBANK AT THE DEPARTURE END OF THE RUNWAY. AN EXAMINATION OF THE BRAKES ONLY REVEALED EVIDENCE OF EXCESSIVE HEAT. LOCAL MAINTENANCE PERSONNEL REPORTED THAT THE PARKING BRAKE RELEASE TRIGGER MUST BE HELD IN THE DEPRESSED POSITION WHILE MOVING THE BRAKE HANDLE FORWARD TO PREVENT INADVERTENT BRAKING.

Brief of Accident (Continued)

File No. - 478

3/13/82

HAILEY, ID

A/C Reg. No. N83764

Time (Lc1) - 0655 MST

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. PARKING BRAKES - IMPROPER USE OF - PILOT IN COMMAND
2. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
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. - 419 4/11/82 POCATELLO,ID A/C Reg. No. N1075F Time (Lcl) - 1123 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
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - 180/028 KTS
Visibility - 30.0 SM
Cloud Conditions(1st) - 6000 FT BROKEN
Cloud Conditions(2nd) - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BOISE,ID

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

POCATELLO MUNICIPAL
Runway Ident - 21
Runway Lth/Wid - 9046/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 246 Last 24 Hrs - 0
Make/Model- 245 Last 30 Days- 10
Instrument- 10 Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT ENCOUNTERED A GUST OF WIND SHORTLY AFTER COMMENCING TAKEOFF ROLL WHICH MOVED IT DIRECTLY ACROSS THE RUNWAY. INITIALLY THE PILOT MAINTAINED FULL POWER WHILE ATTEMPTING TO REGAIN CONTROL OF THE AIRCRAFT HOWEVER SHORTLY THEREAFTER HE REDUCED POWER TO IDLE. THE AIRCRAFT CRASHED TAIL FIRST AND ROLLED OVER IN AN AREA OFF THE NORTHWEST SIDE AND THE UPWIND END OF RUNWAY 21. THE WIND REPORTED TO THE PILOT LESS THAN ONE MINUTE BEFORE TAKEOFF WAS 170 DEGREES AT 35 KNOTS. A SPECIAL WEATHER OBSERVATION TAKEN FIVE MINUTES AFTER THE ACCIDENT REPORTED PEAK WIND GUSTS AT 44 KNOTS.

Brief of Accident (Continued)

File No. - 419

4/11/82

POCATELLO, ID

A/C Reg. No. N1075F

Time (Lc1) - 1123 MST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 420 4/16/82 ATHOL, ID A/C Reg. No. N13809 Time (Lc1) - 1520 PST

-----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	1	0
Accident Occurred During	-LANDING		Pass 0	0	0	0
			Other 0	0	0	0

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

Make/Model	- EVANS VP2	Eng Make/Model	- CONTINENTAL A65	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1150	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 65 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HENLEY AERODROME
Wind Dir/Speed- 180/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 4000 FT BROKEN	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - 25000 FT OVERCAST	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,CFI	Current - YES	Total - 1600
	Months Since - UNK/NR	Make/Model- 0
	Aircraft Type - PA-28	Instrument- 77
GLIDER		Multi-Eng - 893
		Last 24 Hrs - 0
		Last 30 Days- 10
		Last 90 Days- 22
		Rotorcraft - 893
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

DURING THE INITIAL FLIGHT TEST OF A HOMEBUILT AIRCRAFT THE ENGINE QUIT JUST AS THE AIRCRAFT WAS ENTERING DOWNWIND. THE PILOT SELECTED A FIELD AND EXECUTED A FORCED LANDING DURING WHICH THE GEAR COLLAPSED. THE PILOT STATED THAT HE FELT THE NOSE OF THE AIRCRAFT WAS TOO HEAVY TO PERFORM A PROPER GLIDE WITH THE ENGINE OUT.

Brief of Accident (Continued)

File No. - 420

4/16/82

ATHOL, ID

A/C Reg. No. N13809

Time (Lcl) - 1520 PST

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

Finding(s)

1. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. LANDING GEAR - OVERLOAD
3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), ACFT HANDLING/PERF CAPABILITIES - PRODUCTION/DESIGN PSNL

-----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. - 425 5/01/82 SALMON, ID A/C Reg. No. N28492 Time (Lc1) - 1430 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Make/Model - GRUMMAN AA-5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - O-360-A4K 180
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 - BRFG RCVD, SOURCE UNK
Method - RADIO
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 335/005 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
BOISE, ID
Destination
SALMON, ID

Airport Proximity
ON AIRPORT

Airport Data

SALMON
Runway Ident - 34
Runway Lth/Wid - 5000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR FLT FOLLOWING
Type Approach Flown - VISUAL FULL CIRCUIT

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - AA-5B

Medical Certificate -
Flight Time (Hours)
Total - 337
Make/Model- 3
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- 3
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THE LANDING APPEARED NORMAL UNTIL ROUND OUT OR FLARE WHEN THE AIRCRAFT BOUNCED FROM 4-5 FEET. A SECOND SOMEWHAT HIGHER BOUNCE FOLLOWED AFTER WHICH THE PILOT APPLIED POWER AND RAISED THE FLAPS FOR A GO-AROUND. THE AIRCRAFT SETTLED TO THE GROUND IN ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 425

5/01/82

SALMON, ID

A/C Reg. No. N28492

Time (Lc1) - 1430 MDT

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 IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR - OVERLOAD
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 580 1/10/82 WHEELING, IL A/C Reg. No. N6995Y Time (Lcl) - 1346 CST

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

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

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

Make/Model - PIPER 23-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
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 - IMC	MADISON, WI	PALWAUKEE
Wind Dir/Speed- 270/020 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 3.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4450/ 50
Cloud Conditions(1st) - UNK/NR	Type of Clearance - SPECIAL VFR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- BLOWING SNOW		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1640
SE LAND, ME LAND	Months Since - 18	Make/Model- 382
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 287
		Multi-Eng - 690
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 52
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE PILOT NOTICED A LOSS OF OIL PRESSURE ON BOTH ENGINES AND INITIATED A LEFT TURN BACK TO THE AIRPORT. DURING LANDING THE AIRCRAFT DEPARTED THE RIGHT SIDE OF RUNWAY 12, COLLIDED WITH, AND SUBSTANTIALLY DAMAGED TWO CESSNA 150'S AND DESTROYED A PIPER PA-32. BOTH ENGINES HAD 9X5 INCH HOLES ON THE TOP OF THE CRANKCASES AND BOTH HAD TWO CONNECTING RODS THAT HAD SEPARATED. THE ENGINE LOGBOOKS REVEALED THAT THE OIL HAD BEEN CHANGED ON 10/16/81 WITH THE EQUIVALENT OF SAE 40 OIL. THE LYCOMING OPERATOR'S MANUAL, WHICH WAS WITH THE AIRCRAFT RECORDS, RECOMMENDS THAT SAE 20 OIL BE USED FOR OPERATION AT TEMPERATURES BELOW 10 DEGREES F. THE TEMPERATURE AT THE TIME OF THE ACCIDENT WAS -15 DEGREES F.

Brief of Accident (Continued)

File No. - 580

1/10/82

WHEELING,IL

A/C Reg. No. N6995Y

Time (Lc1) - 1346 CST

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - SEPARATION
 2. FLUID,OIL GRADE - IMPROPER
 3. LUBRICATION - NOT CORRECTED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - AIRCRAFT PARKED
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 475 4/12/82 MARION,IL

A/C Reg. No. N4178L

Time (Lcl) - 1700 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING O-300
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 200/022 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BELLERVILLE,IL
Destination
MARION,IL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WILLIAMSON COUNTY
Runway Ident - 20
Runway Lth/Wid - 6502 -UNK/NR
Runway Surface - MACADAM
Runway Status - DRY

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

Pilot-In-Command

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

Age - 55
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 400
Make/Model- 265
Instrument- UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE WIND WAS FROM 200 DEGREES AT 22 GUSTING 30 KNOTS. WHILE TAXIING EASTBOUND FROM THE RUNWAY, A GUST OF WIND LIFTED THE RIGHT WING AND TAIL, AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 475

4/12/82

MARION,IL

A/C Reg. No. N4178L

Time (Lc1) - 1700 CST

Occurrence

NOSE OVER

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS

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. - 516 3/11/82 NASHVILLE, IN A/C Reg. No. N5253J Time (Lcl) - 0040 CST

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

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

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

Make/Model	- CESSNA 310	Eng Make/Model	- CONTINENTAL IO-520	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	- 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOUISVILLE, KY	NASHVILLE METROPOLITAN
Wind Dir/Speed - 160/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.5 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 25000 FT BROKEN	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 - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 1742	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 350	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 277	Last 90 Days - 250
		Multi-Eng - 590	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS TAXIING FOR TAKEOFF AT NIGHT WITH ALL TAXI LIGHTS ON, WHEN HIS AIRCRAFT WAS STRUCK FROM THE LEFT BY ANOTHER PLANE. HE STATED THAT THE OTHER PLANE, BEECH 95-55, N303RM, WAS TAXIING WITHOUT ANY LIGHTS. BOTH AIRCRAFT HAD RECEIVED CLEARANCE TO TAXI TO THE SAME RUNWAY.

Brief of Accident (Continued)

File No. - 516

3/11/82

NASHVILLE, IN

A/C Reg. No. N5253J

Time (Lcl) - 0040 CST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 444 3/18/82 RICHMOND, IN A/C Reg. No. N33KC Time (Lcl) - 0912 EST

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

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

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

Make/Model - CESSNA 421	Eng Make/Model - CONTINENTAL GTSIO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
No. of Seats - 6	Rated Power - 375 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ST. LOUIS, MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	RICHMOND, IN	RICHMOND MUNICIPAL
Wind Dir/Speed- 060/005 KTS	ATC/Airspace	Runway Ident - 05
Visibility - .063 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5202/ 150
Cloud Conditions(1st) - OBSCURED	Type of Clearance - RADAR ADVISORIES	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VORTAC	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 2250
SE LAND, ME LAND	Months Since - 4	Make/Model- 400
	Aircraft Type - C-441	Instrument- 200
		Multi-Eng - 1900
		Last 24 Hrs - 2
		Last 30 Days- 20
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A VOR APPROACH TO RUNWAY 05 WHEN 3 MILES AWAY FROM THE AIRPORT AT MINIMUMS GROUND CONTACT WAS NOT MADE. THE PILOT STATED THAT SHE ELECTED TO PERFORM A MISSED APPROACH BUT BEFORE POWER WAS APPLIED THE COPILOT RAISED THE FLAPS. SHE FURTHER STATED THAT SHE THEN FELT A SINKING FEELING AND PUT IN MORE POWER. THE AIRCRAFT CRASHED IN AN OPEN FIELD APPROXIMATELY 2.3 MILES SOUTHWEST OF THE AIRPORT.

Brief of Accident (Continued)

File No. - 444

3/18/82

RICHMOND, IN

A/C Reg. No. N33KC

Time (Lcl) - 0912 EST

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

Finding(s)

1. WEATHER CONDITION - FOG
 2. WEATHER CONDITION - BELOW APPROACH MINIMUMS
 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

4. MISSED APPROACH - ATTEMPTED - PILOT IN COMMAND
 5. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
 6. RAISING OF FLAPS - IMPROPER -
 7. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
 8. IMPROPER USE OF FACILITY, SELF-INDUCED PRESSURE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 456 4/18/82 SELLERSBURG, IN A/C Reg. No. N2224R Time (Lcl) - 1840 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire ON GROUND

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

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

Make/Model - RAVEN RX-6
Landing Gear - N/A
Max Gross Wt - 1435
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 - NO
Weather Radar - NO

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 140/007 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
SILVER LAKE, IN
Destination
LOCAL

ATC/Airspace

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

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)
COMMERCIAL

Age - 40
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - RX-6

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	Last 24 Hrs	Last 30 Days	Last 90 Days
106	1	0	0
103			
0			

FREE BALLOON

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING APPROACH, THE PILOT WAS AWARE OF POWERLINES TO THE LEFT OF HIS COURSE. JUST PRIOR TO TOUCHDOWN, HE BECAME AWARE OF A BRANCH OFF OF THE POWERLINES THAT CROSSED IN FRONT OF THE BALLOON'S PATH. HE RIPPED OUT THE TOP INFLATION PANEL; HOWEVER, DURING THE LANDING, THE ENVELOPE DRAPED OVER THE POWERLINES. THE PILOT REPORTED THAT THE TOP WIRE SEPARATED AND STARTED A GRASS FIRE THAT ULTIMATELY SPREAD AND DESTROYED THE BASKET AND ENVELOPE.

Brief of Accident (Continued)

File No. - 456

4/18/82

SELLERSBURG, IN

A/C Reg. No. N2224R

Time (Lcl) - 1840 CDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FIRE
Phase of Operation STANDING

Finding(s)

3. BALLOON EQUIPMENT, BASKET - BURNED
 4. BALLOON EQUIPMENT, ENVELOPE - BURNED
-

---Probable Cause---

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 545 1/19/82 CEDAR VALE,KS A/C Reg. No. N7761M Time (Lcl) - 0330 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0
Other	0	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-BEF
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
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- 310/005 KTS
Visibility - 3.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - NONE
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
TULSA,OK

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MILLS RANCH
Runway Ident - 31
Runway Lth/Wid - 1600/ 75
Runway Surface - GRASS/TURF
Runway Status - ROUGH

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

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

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - 10
Aircraft Type - UNK/NR

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

Total	- 2600	Last 24 Hrs - UNK/NR
Make/Model-	UNK/NR	Last 30 Days- UNK/NR
Instrument-	UNK/NR	Last 90 Days- UNK/NR
Multi-Eng -	UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING ON THE PREVIOUS FLIGHT, THE PROPELLER WAS DAMAGED WHEN IT STRUCK AN ELECTRIC FENCE. AFTER THE PROPELLER WAS REPAIRED, THE PILOT ELECTED TO TAKEOFF AT NIGHT. A MECHANIC STATED THAT THE PILOT HAD REMOVED ALL FROST BEFORE TAKEOFF. WITNESSES STATED THAT DURING TAKEOFF, THE AIRCRAFT ENTERED A STEEP CLIMB, THEN IT CONTINUED STRAIGHT AHEAD AND CRASHED. THEY REPORTED THAT THE ENGINE WAS RUNNING UNTIL IMPACT. BEFORE IMPACTING THE GROUND, THE AIRCRAFT STRUCK ELECTRIC LINES AND TREES. THE LOOSE END OF AN ELECTRIC WIRE HAD THE APPEARANCE OF BEING CUT AND SEVERAL TREE LIMBS WERE FOUND WITH DIAGONAL SLASH MARKS. THE WITNESSES ESTIMATED THAT THE VISIBILITY WAS ABOUT 3 MILES AT THE TIME OF THE ACCIDENT. HOWEVER, A FEW MINUTES LATER, LOW CEILING AND VISIBILITY WITH FOG WERE REPORTED.

Brief of Accident (Continued)

File No. - 545

1/19/82

CEDAR VALE,KS

A/C Reg. No. N7761M

Time (Lc1) - 0330 CST

Occurrence LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WING - ICE
 3. AIRCRAFT PREFLIGHT - PERFORMED - PILOT IN COMMAND
 4. OBJECT - FOG
 5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 6. 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) 5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 537 3/02/82 TOPEKA, KS A/C Reg. No. N93846 Time (Lcl) - 1303 CST

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

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

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

Make/Model	- ERCOUE 415-C	Eng Make/Model	- CONTINENTAL C-85	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1260	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
No. of Seats	- 2	Rated Power	- 85 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 070/004 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - 10000 FT SCATTERED</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</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>MESA VERDE</p> <p>Runway Ident - 10</p> <p>Runway Lth/Wid - 2800 -UNK/NR</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 250
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model- 250
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED AND BURNED DURING TAKEOFF AT 1303 CST. THE PILOT RECEIVED SECOND DEGREE BURNS OVER 20 PER CENT OF HIS BODY AND EXPIRED ON 3/9/82. TWO SAILPLANES WERE DAMAGED BY IMPACT AND FIRE, AND A THIRD SAILPLANE RECEIVED FIRE DAMAGE. THE PILOT REPORTED THAT PRIOR TO THE ACCIDENT, HE MADE TWO TOUCH AND GO LANDINGS IN CALM AIR WITHOUT INCIDENT. HE FURTHER STATED THAT ON HIS THIRD TAKEOFF, HE STARTED A TURN AT 75 FT AGL AND WAS CAUGHT BY A SUDDEN GUST OF WIND WHICH CAUSED HIS RIGHT WING TO DROP. THE AIRCRAFT CRASHED BEFORE HE COULD REGAIN CONTROL. HE REPORTED THAT THERE WAS NO MALFUNCTION OF THE ENGINE OR AIRCRAFT PRIOR TO IMPACT. A WITNESS REPORTED THAT THE WIND WAS CALM PRIOR TO THE ACCIDENT, THEN SUDDENLY BECAME GUSTY FROM THE NORTH AT 15 MPH. EIGHT MILES SOUTHEAST AT THE PHILLIP BILLARD AIRPORT, THERE WAS A WIND SHIFT AT 1344 CST FROM 040 DEGREES AT 4 KNOTS TO 010 DEGREES AT 13 KNOTS.

Brief of Accident (Continued)

File No. - 537

3/02/82

TOPEKA,KS

A/C Reg. No. N93846

Time (Lcl) - 1303 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - AIRCRAFT PARKED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 436 5/02/82 PADUCAH, KY A/C Reg. No. N704FC Time (Lcl) - 1525 CDT

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

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

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

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - PRACTICE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2080
SE LAND,ME LAND,SE SEA	Months Since - 11	Make/Model- 680
	Aircraft Type - UNK/NR	Instrument- 404
GLIDER		Multi-Eng - 790
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PERFORMING A PRACTICE EMERGENCY LANDING THE PILOT STATED THAT HE APPLIED FULL POWER WHEN THE AIRCRAFT HAD DESCENDED TO ABOUT 10 FEET ABOVE A PLOWED FIELD. AFTER POWER WAS APPLIED THE FLAPS WERE RAISED FROM FULL DOWN TO 20 DEGREES. THE SECOND PILOT STATED THAT THE AIRCRAFT GOT TOO LOW AND WAS NOT ABLE TO CLEAR THE TREES, MADE A STEEP TURN TO THE LEFT, STALLED, AND CAME DOWN ON THE LEFT WING.

Brief of Accident (Continued)

File No. - 436

5/02/82

PADUCAH, KY

A/C Reg. No. N704FC

Time (Lc1) - 1525 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. STALL - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 490 1/02/82 HOMER, LA A/C Reg. No. N14779 Time (Lcl) - 1400 CST

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

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

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

Make/Model - BELLANCA 17-30A	Eng Make/Model - CONTINENTAL IO-520K	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3000	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 280 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD. SOURCE UNK	Last Departure Point	OFF AIRPORT/STRIP
Method - RADIO	SHREVESPORT, LA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	TUPELO, MS	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 1.5 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 300 FT OVERCAST	Type of Clearance - RADAR ADVISORIES	Runway Surface - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - UNK/NR	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 6200
SE LAND, ME LAND	Months Since - 19	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 21
		Last 30 Days- UNK/NR
		Instrument- 1100
		Last 90 Days- 110
		Multi-Eng - 5600

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN IFR FLIGHT AT 5000 FT MSL, THE ENGINE BEGAN RUNNING ROUGH. THE PILOT ATTEMPTED TO RESTORE POWER, BUT EVENTUALLY, THE ENGINE BEGAN TO WINDMILL WITH NO APPARENT THRUST. UNABLE TO MAINTAIN ALTITUDE, THE PILOT DESCENDED THROUGH A CLOUD LAYER AND BROKE OUT OF THE CLOUDS OVER A WOODED AREA AT ABOUT 300 FT AGL. HE ATTEMPTED TO GLIDE TO AN OPEN AREA, BUT COLLIDED WITH TREES, IMPACTED ON A HARD SURFACED ROAD, AND BOUNCED OVER A FENCE AND INTO A PASTURE. THE PILOT EGRESSED WITH INJURIES TO HIS FACE AND BURNS ON HIS LEFT ARM; HOWEVER, THE PLANE WAS DESTROYED BY FIRE. A TEARDOWN OF THE ENGINE REVEALED NO PREIMPACT FAILURES.

Brief of Accident (Continued)

File No. - 490

1/02/82

HOMER, LA

A/C Reg. No. N14779

Time (Lcl) - 1400 CST

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

Finding(s)

1. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - HAZE
4. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 566 2/02/82 JEANERETTE, LA A/C Reg. No. N3166J Time (Lc1) - 0400 CST

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

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

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

Make/Model - CESSNA 150G	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	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- 060/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 2200 FT OVERCAST	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 80
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 80
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A FRIEND OF THE DECEASED PILOT AND HIS FEMALE COMPANION THE THREE OF THEM HAD BEEN AT A NIGHTCLUB UNTIL 0215 CST. THE FRIEND THEN FOLLOWED THEM TO THE AIRPORT, SINCE HE LIVED ADJACENT TO THE AIRPORT. AFTER ARRIVING HE HEARD AN AIRCRAFT TAKEOFF. AT ABOUT 0700 CST THE FRIEND SAW THE WRECKAGE FROM HIS BEDROOM WINDOW. THERE WERE NO WITNESSES. A TOXICOLOGICAL EXAMINATION OF THE PILOT'S BLOOD REVEALED 178 MG PERCENT OF ETHYL ALCOHOL.

Brief of Accident (Continued)

File No. - 566

2/02/82

JEANERETTE,LA

A/C Reg. No. N3166J

Time (Lc1) - 0400 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 401 2/20/82 KROTZ SPRINGS, LA A/C Reg. No. N77029 Time (Lcl) - 0930 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	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

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

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 7.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COVINGTON, LA
Destination
NEWTON, TX

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 - 37
Biennial Flight Review
Current - YES
Months Since - 25
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 772 Last 24 Hrs - 2
Make/Model- 730 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE POWER RECOVERY FROM A SIMULATED FORCED LANDING TO A RAILROAD RIGHT-OF-WAY THE AIRCRAFT STRUCK FOUR STRANDS OF TELEPHONE WIRE WHICH RAN PERPENDICULAR TO THE TRACKS. THE AIRCRAFT WAS LANDED AT A NEARBY AIRPORT WHERE POST-FLIGHT INSPECTION REVEALED DAMAGE TO THE OUTBOARD TWO FEET OF THE LEFT WING.

Brief of Accident (Continued)

File No. - 401

2/20/82

KROTZ SPRINGS, LA

A/C Reg. No. N77029

Time (Lc1) - 0930 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
 2. OBJECT - WIRE, TRANSMISSION
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 465 3/10/82 MARLBORO, MA A/C Reg. No. N8419J Time (Lcl) - 0730 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - VARGA 2150A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1817
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2C
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 - 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
FALL RIVER, MA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2690
Make/Model- 510
Instrument- 120
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SNOW HAD FALLEN ON THE EVENING BEFORE THE ACCIDENT. THE RUNWAY WAS COVERED WITH ONE INCH OF SNOW WHICH HAD NOT BEEN PLOWED OR TREATED. ALSO, THE PILOT REPORTED THAT HE HAD REMOVED SNOW AND FROST FROM THE AIRFRAME DURING HIS PREFLIGHT. HE SAID THAT THE LEADING EDGES OF THE WINGS WERE FROST FREE AND HE SMOOTHED THE ICE AND FROST REMAINING ON THE WINGS WITH HIS FINGERNAILS AND A HAIRBRUSH. HE ESTIMATED THAT ICE ADHERED TO FIVE PERCENT OF THE WING AND ELEVATOR SURFACES, MOST OF IT IN THE MIDDLE PORTIONS OF THE SURFACES. THE PASSENGER ESTIMATED SMOOTHED ICE ON LESS THAN TEN PERCENT OF THE SURFACES. THE PILOT REPORTED THAT THE PLANE DID NOT SEEM TO ACCELERATE AS QUICKLY AS NORMAL, BUT LIFTED OFF AT ABOUT 3/4 OF THE RUNWAY LENGTH. HE SAID THE PLANE WAS NOT ACCELERATING AFTER LIFT-OFF SO HE LOWERED THE NOSE. WHEN THIS DID NOT IMPROVE HIS AIRSPEED, HE ABORTED THE TAKEOFF. THE PLANE WAS DAMAGED BY BRUSH DURING THE LANDING.

Brief of Accident (Continued)

File No. - 465

3/10/82

MARLBORO,MA

A/C Reg. No. N8419J

Time (Lcl) - 0730 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. WING - ICE
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. TERRAIN CONDITION - SNOW COVERED
 4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 6. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 7. TERRAIN CONDITION - HIGH VEGETATION
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 435 4/29/82 LEONARDTOWN, MD A/C Reg. No. N5919J Time (Lcl) - 1600 EDT

-----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 A150	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 - MILITARY	Last Departure Point	ON AIRPORT
Method - IN PERSON	NAS PATUXENT RIVER, MD	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	ST. MARY'S COUNTY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 11
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3250/ 60
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 - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 46
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 46
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HIS SPEED WAS FAST ON BASE LEG AND FINAL APPROACH. AFTER TOUCHDOWN HE BOUNCED BACK INTO THE AIR AND ADDED POWER FOR A GO-AROUND, HOWEVER, HE FAILED TO RETURN THE CARBURETOR HEAT CONTROL TO THE COLD POSITION AND THE AIRCRAFT DID NOT ACCERERATE ADEQUATELY. THE PILOT REPORTEDLY FELT A STALL BUFFET AND DECIDED TO ABORT THE TAKEOFF. THE AIRCRAFT TOUCHED DOWN WITH APPROXIMATELY 200 FEET OF RUNWAY REMAINING, RAN OFF THE END, AND COLLIDED WITH A DRAINAGE DITCH.

Brief of Accident (Continued)

File No. - 435

4/29/82

LEONARDTOWN, MD

A/C Reg. No. N5919J

Time (Lc1) - 1600 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 4. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

7. TERRAIN CONDITION - DITCH
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 553

1/02/82

YPSILANTI, MI

A/C Reg. No. N68812

Time (Lcl) - 1322 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 - INSTRUCTIONAL - SOLO

Flight Conducted Under - 14 CFR 91

Accident Occurred During - TAKEOFF

Fire
NONE

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

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1900

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 - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 120/015 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 1500 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

Airport Proximity
ON AIRPORT

Airport Data

WILLOW RUN

Runway Ident - 14

Runway Lth/Wid - 6910 -UNK/NR

Runway Surface - CONCRETE

Runway Status - ICE

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 56

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 74 Last 24 Hrs - 1

Make/Model- 74 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF FROM A HARD PACKED SNOW AND ICY RUNWAY THE AIRCRAFT VEERED LEFT INTO A SNOWBANK OFF THE SIDE OF THE RUNWAY. THE STUDENT PILOT STATED THAT PRIOR TO THE TAKEOFF ROLL HE HAD FULL DEFLECTION OF THE LEFT AILERON AND WAS ANTICIPATING WITH RIGHT RUDDER TO MAINTAIN A STRAIGHT TAKEOFF ROLL. AFTER REALIZING THAT THE AIRCRAFT WAS ABOUT TO STRIKE THE SNOWBANK THE STUDENT RETARDED THE POWER.

Brief of Accident (Continued)

File No. - 553

1/02/82

YPSILANTI, MI

A/C Reg. No. N68812

Time (Lc1) - 1322 EST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
3. TERRAIN CONDITION - ICY
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
6. TERRAIN CONDITION - SNOWBANK
7. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
8. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 474 2/06/82 EAST LANSING, MI A/C Reg. No. N7644F Time (Lcl) - 0900 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	2
	Other	0	0	0	0

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

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

Make/Model - PIPER PA-28-181
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 - UNK/NR
Method - RADIO
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - 270/006 KTS
Visibility - 7.0 SM
Cloud Conditions(1st) - 2100 FT
Cloud Conditions(2nd) - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LAPEER, MI

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

DAVIS
Runway Ident - 27
Runway Lth/Wid - 2500/ 50
Runway Surface - GRASS/TURF
Runway Status - SNOW - COMPACTED

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 56

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1960	Last 24 Hrs	-	0
Make/Model	-	1268	Last 30 Days	-	UNK/NR
Instrument	-	188	Last 90 Days	-	43

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT INITIATED HIS TAKEOFF ON A SNOW COVERED, SOD RUNWAY THAT HAD BEEN PLOWED WITH A 50 FT WIDE STRIP. THE PLOWED AREA HAD A SNOW BASE AND THERE WERE FOUR FOOT SNOW BANKS AT THE EDGES. ALTHOUGH THE RUNWAY HAD BEEN PLOWED ON THE PREVIOUS NIGHT AND IT HAD NOT SNOWED. THE WIND HAD DRIFTED LOOSE SNOW OVERNIGHT. DURING THE TAKEOFF ROLL, THE PILOT LOST DIRECTIONAL CONTROL WHEN THE LEFT MAIN GEAR HIT A DRIFT. THE PLANE SWERVED TO THE LEFT AND STRUCK THE SNOWBANK AT THE EDGE OF THE PLOWED STRIP.

Brief of Accident (Continued)

File No. - 474

2/06/82

EAST LANSING, MI

A/C Reg. No. N7644F

Time (Lc1) - 0900 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

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

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. TERRAIN CONDITION - SNOWBANK

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 473 4/18/82 CARO,MI

A/C Reg. No. N1810J

Time (Lc1) - 1545 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 140 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- 280/014 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CARO
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 - 30
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 610
Last 24 Hrs - 2
Make/Model- 90
Last 30 Days- UNK/NR
Instrument- 9
Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT A PARTIAL LOSS OF ENGINE POWER OCCURRED AT ABOUT 200 FT AGL DURING TAKEOFF. DURING A FORCED LANDING IN A FARM FIELD, THE NOSE WHEEL FORK FAILED AND THE PROPELLER AND ENGINE COWLING WERE DAMAGED. THE PILOT SUSPECTED A STUCK VALVE, BUT NO PREIMPACT MALFUNCTIONS OR FAILURES WERE FOUND.

Brief of Accident (Continued)

File No. - 473

4/18/82

CARO,MI

A/C Reg. No. N1810J

Time (Lcl) - 1545 EST

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

Finding(s)

1. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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. - 472 2/21/82 LAKERVILLE, MN A/C Reg. No. N1GF Time (Lcl) - 1545 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 4

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

ELT Installed/Activated - YES/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 - 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 - CONTACT

Airport Proximity
ON AIRPORT

Airport Data

AIRLAKE INDUSTRIAL
Runway Ident - 12
Runway Lth/Wid - 5000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6582 Last 24 Hrs - 1
Make/Model- 102 Last 30 Days- UNK/NR
Instrument- 1046 Last 90 Days- 59
Multi-Eng - 6247

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON DOWNWIND, THE PILOT MOVED THE FUEL SELECTOR TO WHAT HE BELIEVED WAS THE LEFT TANK POSITION. HE ALSO MOVED THE THROTTLE TO IDLE TO SIMULATE AN ENGINE FAILURE. HE EXTENDED HIS PATTERN TO ALLOW TIME FOR ANOTHER PILOT TO BACK-TAXI DOWN THE RUNWAY TO THE RUN-UP AREA. SUBSEQUENTLY, THE PILOT ELECTED TO GO-AROUND; HOWEVER, WHEN HE ADVANCED THE THROTTLE, THERE WAS NO ENGINE RESPONSE. DURING A FORCED LANDING, THE AIRCRAFT STRUCK A FENCE ON LEVEL, SNOW COVERED TERRAIN. THIS OCCURRED DURING TOUCHDOWN ABOUT 30 YARDS BEFORE THE APPROACH END OF THE RUNWAY. AFTER THE ACCIDENT, THE PILOT NOTED THAT THE FUEL SELECTOR POSITION PLATE WAS LOOSE AND HAD ROTATED 180 DEGREES. THE INTENDED LEFT TANK POSITION WAS ALIGNED WITH THE "OFF" DETENT.

Brief of Accident (Continued)

File No. - 472

2/21/82

LAKERVILLE, MN

A/C Reg. No. N1GF

Time (Lc1) - 1545 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - LOOSE
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

4. TERRAIN CONDITION - SNOW COVERED
 5. OBJECT - FENCE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 460 3/30/82 FAIRMONT,MN A/C Reg. No. N84344 Time (Lcl) - 1430 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ST. FRANCIS,MN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SPENCER,IA	FAIRMONT MUNICIPAL
Wind Dir/Speed- 220/030 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3300/ 75
Cloud Conditions(1st) - 3000 FT	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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 111
SE LAND	Months Since - 7	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 75
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ENCOUNTERED ADVERSE WEATHER AND ELECTED TO LAND AT FAIRMONT,MINNESOTA. WHILE TAXIING AFTER LANDING, THE AIRCRAFT FLIPPED OVER IN STRONG WIND CONDITIONS.

Brief of Accident (Continued)

File No. - 460

3/30/82

FAIRMONT, MN

A/C Reg. No. N84344

Time (Lcl) - 1430 CST

Occurrence

NOSE OVER

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 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) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 593 4/23/82 BLAINE, MN A/C Reg. No. N5792E Time (Lcl) - 2000 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING		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 - 1670	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/015 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - NONE</p> <p>Cloud Conditions(2nd) - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</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 - CONTACT</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>BLAINE -</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 4900/ 50</p> <p>Runway Surface - MACADAM</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 26</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 253</p> <p>Make/Model- 213</p> <p>Instrument- 4</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 2</p>
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APPROACH THE PILOT STATED THAT THE ENGINE LOST POWER. THE AIRCRAFT LANDED ABOUT 700 FEET SHORT OF THE RUNWAY IN ROUGH TERRAIN. INVESTIGATION DISCLOSED AT LEAST 1 1/2 PINTS OF WATER IN THE LEFT FUEL TANK, WATER IN THE CARBURETOR BOWL, AND THE SEAL ON THE LEFT FUEL TANK CAP WORN TO WHERE THE CAP DID NOT FIT TIGHTLY. THE AIRCRAFT HAD NOT BEEN FLOWN FOR ABOUT 6 WEEKS AND HAD BEEN PARKED OUTSIDE. THE PILOT STATED THAT HE HAD CONDUCTED THE PREFLIGHT INSPECTION WITH THE USE OF A FLASHLIGHT.

Brief of Accident (Continued)

File No. - 593

4/23/82

BLAINE,MN

A/C Reg. No. N5792E

Time (Lc1) - 2000 CST

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

Finding(s)

1. FLUID,FUEL - WATER
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
 4. LIGHT CONDITION - NIGHT
-

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

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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. - 594 4/24/82 MAPLE LAKE, MN

A/C Reg. No. N53801

Time (Lcl) - 1120 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
NONE

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

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

Make/Model - BELLANCA 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 - UNK/NR
Weather Radar - NO

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - SELF
Basic Weather - VMC
Wind Dir/Speed - 210/015 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANOKA, MN
Destination
MAPLE LAKE, MN

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MAPLE LAKE
Runway Ident - 28
Runway Lth/Wid - 2700/ 60
Runway Surface - MACADAM
Runway Status - DRY

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

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 206	Last 24 Hrs	- 2
Make/Model	- 43	Last 30 Days	- UNK/NR
Instrument	- 1	Last 90 Days	- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL DURING LANDING IN STRONG CROSSWIND CONDITIONS WITH GUSTS TO 22 KNOTS. THE AIRCRAFT DEPARTED THE RUNWAY AND COLLIDED WITH A PARKED AIRCRAFT. THE PILOT STATED THAT HE WAS NOT CURRENTLY PROFICIENT IN CROSSWIND LANDING, SHOULD HAVE GONE ELSEWHERE TO LAND BUT HAD FRIENDS WAITING.

Brief of Accident (Continued)

File No. - 594

4/24/82

MAPLE LAKE, MN

A/C Reg. No. N53801

Time (Lcl) - 1120 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS
5. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, FATIGUE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - AIRCRAFT PARKED

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 586 1/26/82 LEE'S SUMMIT, MO A/C Reg. No. N9259 Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	2
Pass 0	0	0	1
Other 0	0	0	0

Type of Operation -INSTRUCTIONAL - CHECK

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

Fire

NONE

-----Aircraft Information-----

Make/Model - CESSNA 172N

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2200

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-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- 135/005 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

MCCOMAS-LEES SUMMIT

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 765

Make/Model- 325

Instrument- 121

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 57

Instrument Rating(s) - AIRPLANE

-----Narrative-----

POWER WAS ADDED TO INITIATE TAXIING. WHEN THE AIRCRAFT DID NOT TURN ENOUGH TO THE LEFT ADDITIONAL POWER WAS APPLIED AND THE AIRCRAFT STRUCK A SNOWBANK.

Brief of Accident (Continued)

File No. - 586

1/26/82

LEE'S SUMMIT, MO

A/C Reg. No. N9259

Time (Lc1) - 1530 CST

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. TERRAIN CONDITION - ICY
2. THROTTLE/POWER CONTROL - EXCESSIVE - PILOT IN COMMAND
3. TERRAIN CONDITION - SNOWBANK
4. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 600 2/13/82 GRAIN VALLEY, MO A/C Reg. No. N7947Z Time (Lcl) - 1400 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - NO

-----EnVironment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 6.0 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

EAST KANSAS CITY
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 - 35
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 430 Last 24 Hrs - 1
Make/Model- 390 Last 30 Days- 6
Instrument- 4 Last 90 Days- 12
Multi-Eng - 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO TAXI HIS AIRCRAFT BACK TO ITS TIEDOWN SPACE THROUGH 6 TO 8 INCHES OF SNOW. WHILE MAINTAINING CLEARANCE ON AN AIRCRAFT ON HIS RIGHT THE LEFT WING TIP STRUCK THE TAIL OF A CESSNA 140.

Brief of Accident (Continued)

File No. - 600

2/13/82

GRAIN VALLEY, MO

A/C Reg. No. N7947Z

Time (Lcl) - 1400 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. OBJECT - AIRCRAFT PARKED
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 568

2/21/82

MARCELINE, MO

A/C Reg. No. N8424B

Time (Lcl) - 0815 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

-----Aircraft Information-----

Make/Model - PIPER PA-32R-301T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-SIAD
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
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
OLATHE, KS
Destination
QUINCY, IL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MARCELINE
Runway Ident - 34
Runway Lth/Wid - 2350/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Approach Flown - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 34

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	510	Last 24 Hrs	- UNK/NR
Make/Model	-	13	Last 30 Days	- 13
Instrument	-	88	Last 90 Days	- 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT WHILE CRUISING AT 7000 FEET THE ENGINE BEGAN VIBRATING, LOST POWER, AND EVENTUALLY STOPPED. HE ELECTED TO LAND IN AN OPEN FIELD RESULTING IN SUBSTANTIAL DAMAGE TO THE AIRCRAFT. EXAMINATION OF THE ENGINE REVEALED THAT THE INTAKE VALVE STEM ON THE #3 CYLINDER FAILED. FURTHER METALLURGICAL TESTS INDICATED THAT THE VALVE FAILED DUE TO EXCESSIVE HARDNESS IN A LOCALIZED AREA, RESULTING IN A MICRO-CRACK WHICH WAS THE STRESS RISER FOR THE FATIGUE FAILURE.

Brief of Accident (Continued)

File No. - 568

2/21/82

MARCELINE,MO

A/C Reg. No. N8424B

Time (Lc1) - 0815 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY, VALVE - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 432 4/24/82 GRAIN VALLEY, MO A/C Reg. No. N4736B Time (Lcl) - 1025 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL - SOLO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0
Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/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- 180/014 KTS
Visibility - 7.0 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
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

EAST KANSAS CITY
Runway Ident - 23
Runway Lth/Wid - 2003/ 30
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 33
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 14	Last 24 Hrs	- UNK/NR
Make/Model	- 14	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 3

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL THE AIRCRAFT WENT OFF THE RUNWAY AND ENDED UP IN A DITCH.

Brief of Accident (Continued)

File No. - 432

4/24/82

GRAIN VALLEY, MO

A/C Reg. No. N4736B

Time (Lc1) - 1025 CST

Occurrence ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
 5. TERRAIN CONDITION - DIRT BANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 433 5/08/82 HAYITT,MO

A/C Reg. No. N5067K

Time (Lcl) - 2020 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Fatal

Crew 0
Pass 0
Other 0

Injuries

Serious Minor

None

1
0
0

-----Aircraft Information-----

Make/Model - BELLANCA 8KCAB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-320-E2B
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
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- VARIABLE-UNK/NR
Visibility - UNK/NR
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
KENMETT,MO
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MID CONTINENT
Runway Ident - 36
Runway Lth/Wld - 3000/ 200
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 64
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - 8KCAB

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 1164
Make/Model- 527
Instrument- UNK/NR
Multi-Eng - 299
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 51

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE CAME IN SLIGHTLY LOW ON FINAL TO AVOID CROSSING A ROAD THAT RAN THROUGH THE CENTER OF THE AIRSTRIIP. THE WHEAT FIELD AT THE SOUTH END OF THE STRIP BLENDED IN WITH THE COLORS AND TEXTURE OF THE RUNWAY. THE LANDING GEAR CAUGHT THE TALL WHEAT AND PULLED THE AIRCRAFT DOWN ABOUT 200 FEET SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 433

5/08/82

HAYITT,MO

A/C Reg. No. N5067K

Time (Lc1) - 2020 CDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - HAZE

2. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - CROP

Occurrence #3 NOSE OVER

Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 486

5/20/82

SALEM, MO

A/C Reg. No. N9611P

Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -FERRY

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

Other

0

0

0

0

0

0

0

0

0

1

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-25-235

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2900

No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2C5

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 235 HP

ELT Installed/Activated - YES/NO

Stall Warning System - UNK/NR

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 180/010 KTS

Visibility - 5.0 SM

Cloud Conditions(1st) - 3000 FT UNK/NR

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HAYTI, MO

Destination

SALEM, MO

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)

COMMERCIAL

SE LAND

Age - 26

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 - 287

Make/Model- 17

Instrument- 81

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS FERRYING HIS NEWLY PURCHASED AIRCRAFT FROM HAYTI, MISSOURI TO EXIRA, IOWA. HE WAS UNABLE TO PURCHASE FUEL DURING AN ENROUTE STOP AT PIEDMONT, MISSOURI, SINCE NO ONE WAS AT THE AIRPORT. HE ELECTED TO CONTINUE TO SALEM, MISSOURI TO OBTAIN FUEL. AS HE WAS APPROACHING HIS DESTINATION, HIS LOW FUEL QUANTITY LIGHT ILLUMINATED. HE DID NOT HAVE THE AIRPORT IN SIGHT; THEREFORE, HE ELECTED TO MAKE A PRECAUTIONARY LANDING ON A DRAG STRIP. THE AIRCRAFT CLEARED WIRES ON THE APPROACH END OF THE STRIP; HOWEVER, HE LANDED HARD ON THE RIGHT SIDE OF THE STRIP AND THE RIGHT WING STRUCK A LARGE POLE.

Brief of Accident (Continued)

File No. - 486

5/20/82

SALEM,MO

A/C Reg. No. N9611P

Time (Lc1) - 1330 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLUID,FUEL - LOW LEVEL
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. LEVEL OFF - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. OBJECT - UTILITY POLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 409 3/01/82 LAUREL, MS A/C Reg. No. N2263K Time (Lc1) - 1330 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
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - HOMEBUILT PDQ-2
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1200
No. of Seats - 1

Eng Make/Model - VOLKSWAGEN 1978
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 60 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 - 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
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

LAUREL-NOBLE
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)
NONE

Age - UNK/NR
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 4	Last 24 Hrs -	0
Make/Model-	0	Last 30 Days-	0
Instrument-	0	Last 90 Days-	0

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING HIGH SPEED TAXIING A GUST OF WIND LIFTED THE AIRCRAFT OFF THE GROUND. THE PILOT ELECTED TO APPLY FULL THROTTLE AND PROCEED TO TAKEOFF. WHEN HE HAD CLIMBED TO 800 FEET THE ENGINE BEGAN TO MISFIRE. UNABLE TO CONTROL THE PLANE THE PILOT COLLIDED WITH A PINE TREE DURING A FORCED LANDING.

Brief of Accident (Continued)

File No. - 409

3/01/82

LAUREL, MS

A/C Reg. No. N2263K

Time (Lcl) - 1330 CST

Occurrence #1

Phase of Operation TAXI

Finding(s)

1. WEATHER CONDITION - GUSTS

Occurrence #2

LOSS OF POWER

Phase of Operation CLIMB

Finding(s)

2. MISCELLANEOUS - UNDETERMINED

Occurrence #3

FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #4

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 564 1/03/82 GREENOUGH, MT A/C Reg. No. N23069 Time (Lcl) - 1630 MST

-----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 -TAKEOFF		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - AIR TRACTOR AT-301	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 - 3800	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	MISSOULA, MT	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 1500 FT BROKEN	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 - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 14700
SE LAND, ME LAND	Months Since - 11	Make/Model- 50
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 6
		Multi-Eng - 200
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 32
		Rotorcraft - 3000

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF THE AIRCRAFT STRUCK A SNOW BERM. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE TO BOTH WINGS AND PROP. THE AIRCRAFT HAD BEEN LANDED ON A COUNTY ROAD ABOUT A WEEK EARLIER DUE TO DETERIORATING WEATHER.

Brief of Accident (Continued)

File No. - 564

1/03/82

GREENOUGH,MT

A/C Reg. No. N23069

Time (Lcl) - 1630 MST

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 546 1/19/82 WOLF PT.,MT A/C Reg. No. N35147 Time (Lcl) - 1915 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew 0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 1	1	0	0
Accident Occurred During	-CRUISE		Other 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 177B	Eng Make/Model	- LYCOMING O-360-AIF6D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2500	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- UNK/NR
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 - UNK/NR</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Cloud Conditions(1st) - UNK/NR</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- BLOWING SNOW</p> <p>Precipitation - SNOW SHOWER</p> <p>Condition of Light - NIGHT (DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>BILLINGS,MT</p> <p>Destination</p> <p>POPULAR,MT</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - UNK/NR</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-----

Pilot-In-Command	Age - 26	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 535
SE LAND	Months Since - 16	Make/Model- 489
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE ENCOUNTERED A SNOW SQUALL WHILE CRUISING AT 5000 FT MSL ON A VFR FLIGHT PLAN AT NIGHT. HE STATED THAT HE DESCENDED TO 4000 FT MSL TO TRY TO GET UNDER THE SQUALL AND CONTINUE. HE WAS UNABLE TO REMEMBER WHAT HAPPENED AFTER DESCENDING TO 4000 FT MSL. THE PLANE WAS FOUND AND THE SURVIVORS WERE RESCUED WITHIN TWO HOURS AFTER THE ACCIDENT. THE AIRCRAFT HAD CRASHED ON LEVEL, SNOW COVERED TERRAIN AND CONTINUED ABOUT 300 FT AFTER IMPACT. AN INSPECTION OF THE WRECKAGE REVEALED NO PREIMPACT MALFUNCTION OR FAILURE OF THE FLIGHT CONTROLS OR ENGINE. LOCAL RESIDENTS ESTIMATED THE VISIBILITY FROM LESS THEN ONE MILE TO THREE MILES WITH SNOW FALLING AND BLOWING. THE WIND CHILL FACTOR WAS ABOUT MINUS 50 DEGREES FAHRENHEIT. THE PILOT WAS NOT CERTIFICATED TO FLY AT NIGHT. THE ELEVATION OF THE CRASH SITE WAS ABOUT 2200 FT MSL.

Brief of Accident (Continued)

File No. - 546

1/19/82

WOLF PT.,MT

A/C Reg. No. N35147

Time (Lc1) - 1915 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - HIGH WIND
6. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

7. TERRAIN CONDITION - SNOW COVERED
8. ALTITUDE - MISJUDGED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8

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. - 451 3/08/82 LIVINGSTONE,MT A/C Reg. No. N4681T Time (Lcl) - 0815 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage

DESTROYED

Fire

NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA TR182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-L3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - 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- 008/010 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BILLINGS,MT
Destination
BELGRADE,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)
COMMERCIAL
SE LAND

Age - 42

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7958	Last 24 Hrs	- 1
Make/Model-	42	Last 30 Days-	UNK/NR
Instrument-	314	Last 90 Days-	39
Multi-Eng	- UNK/NR		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLANE CRASHED ABOUT SIX MILES WEST OF LIVINGSTON, MONTANA. IT WAS FOUND TO HAVE STRUCK ABOUT 50 FT BELOW A 5300 FT RIDGE, WHILE IN A 20 DEGREE CLIMB ATTITUDE. THE WEATHER AT LIVINGSTON WAS: 900 FT BROKEN, 2500 FT OVERCAST, VISIBILITY 10 MILES, WIND VELOCITY 12 KNOTS, MOUNTAINS TO THE WEST OBSCURED. JUST PRIOR TO THE CRASH, A WITNESS OBSERVED THE AIRCRAFT FLYING BELOW THE CLOUD COVER AT ABOUT 300 TO 400 FT AGL. HE LOST SITE OF THE PLANE, BUT HEARD IT TURN. SUBSEQUENTLY, HE HEARD A CRASH AND THE END OF THE ENGINE SOUND. PROPELLER STRIKE MARKS WERE FOUND JUST PRIOR TO THE PRINCIPAL IMPACT POINT.

Brief of Accident (Continued)

File No. - 451

3/08/82

LIVINGSTONE,MT

A/C Reg. No. N4681T

Time (Lcl) - 0815 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - FOG
 4. 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) 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. - 588 3/25/82 LAUREL,MT A/C Reg. No. N575CF Time (Lcl) - 1705 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	2
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T182RG	Eng Make/Model - LYCOMING O-540-J3C5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BILLINGS,MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAUREL,MT	LAUREL
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2850/ 60
Cloud Conditions(1st) - NONE	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1341
SE LAND,ME LAND	Months Since - 10	Make/Model- 28
	Aircraft Type - UNK/NR	Instrument- 109
		Multi-Eng - 60
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LANDED LONG ON A DOWN SLOPE RUNWAY AND RAN OFF THE END COLLAPSING THE LANDING GEAR. THE PILOT STATED THAT HE SHOULD HAVE USED FULL FLAPS INSTEAD OF THE 20 DEGREES HE USED.

Brief of Accident (Continued)

File No. - 588

3/25/82

LAUREL,MT

A/C Reg. No. N575CF

Time (Lc1) - 1705 MST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LOWERING OF FLAPS - INADEQUATE - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 515

3/31/82

CARTER, MT

A/C Reg. No. N731AT

Time (Lcl) - 1700 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	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 -LANDING

Fire

NONE

Crew

Pass

Other

-----Aircraft Information-----

Make/Model - CESSNA A188B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3300

No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520

Number Engines - 1

Engine Type - RECIP - FUEL INJECTED

Rated Power - 280 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- 180/013 KTS

Visibility - 45.0 SM

Cloud Conditions(1st) - 10000 FT SCATTERED

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

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

Age - 63

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 11500

Make/Model- 1200

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 15

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER REPORTED THAT THE PILOT LANDED ON A ROAD IN A CROSSWIND CONDITION. THE PURPOSE FOR LANDING WAS TO RELOAD FOR FERTILIZER APPLICATION. AFTER TOUCHDOWN, THE AIRCRAFT RAN OFF THE ROAD AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 515

3/31/82

CARTER,MT

A/C Reg. No. N731AT

Time (Lc1) - 1700 MST

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

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 571 1/03/82 PINEHURST, NC A/C Reg. No. N10VS Time (Lcl) - 0500 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 -APPROACH		Cther 0	0	0	0

-----Aircraft Information-----

Make/Model - BEECHCRAFT BE-58	Eng Make/Model - CONTINENTAL IO-520C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP - FUEL INJECTED	Weather Radar - YES
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ATLANTA, GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SOUTHERN PINES, NC	MOORE COUNTY
Wind Dir/Speed- 030/008 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 1.5 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5503/ 150
Cloud Conditions(1st) - 200 FT OVERCAST	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - RNAV	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5726
SE LAND, ME LAND	Months Since - 13	Last 24 Hrs - 0
	Aircraft Type - BE-58	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 68

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DEPARTED FULTON COUNTY AIRPORT AT 0306 EST AND CLIMBED TO 13000 FEET MSL. THE FLIGHT WAS ROUTINE UNTIL APPROXIMATELY 0422 WHEN THE PILOT OF THE UNPRESSURIZED BEECH 58 REQUESTED AND WAS GIVEN A LOWER ALTITUDE. DURING THE NEXT 35 MINUTES THE AIRCRAFT TURNED IN THE WRONG DIRECTION AT LEAST 3 TIMES, COULD NOT MAINTAIN ALTITUDE, AND GENERALLY HAD TROUBLE FOLLOWING INSTRUCTIONS. THE AIRCRAFT COLLIDED WITH TREES IN A 30-45 DEGREE NOSE DOWN ATTITUDE. THE RESULTS OF THE TOXICOLOGICAL EXAMINATION REVEALED A BLOOD ETHANOL CONCENTRATION OF 200 MG%. A FLIGHT CHECK OF THE SAND HILLS VOR ON 1/4/82 REVEALED THAT THE VOR-A APPROACH WAS OUT OF TOLERANCE STRUCTURE AND A NOTAM WAS ISSUED.

Brief of Accident (Continued)

File No. - 571

1/03/82

PINEHURST,NC

A/C Reg. No. N10VS

Time (Lc1) - 0500 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - RAIN
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
7. AIR NAVIGATION AIDS, VORTAC - INACCURATE

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 506 2/14/82 JACKSONVILLE, NC A/C Reg. No. N37768 Time (Lc1) - 1611 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During	-LANDING		Other	0	0	0	0

-----Aircraft Information-----

Make/Model	- PORTERFIELD CP-65	Eng Make/Model	- CONTINENTAL A-75	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 2	Rated Power	- 75 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	PINEY GREEN	
Wind Dir/Speed	- 160/010 KTS		Runway Ident	- N/A
Visibility	- 7.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Cloud Conditions(1st)	- 25000 FT SCATTERED	Type of Flight Plan	Runway Surface	- N/A
Cloud Conditions(2nd)	- NONE	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Approach Flown		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - NO	Total - 530	Last 24 Hrs - 1
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model - 57	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 56

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER THE AIRCRAFT TOOKOFF, WITNESSES HEARD THE ENGINE SPUTTER WHILE THE PLANE WAS IN A STEEP CLIMB. THEY REPORTED THAT THE PLANE TURNED SHARPLY TO THE LEFT, ENTERED A NOSE DOWN ATTITUDE, AND CRASHED. ABOUT 1/2 TEASPOON OF RUSTY WATER WAS FOUND IN THE MAIN FUEL STRAINER AND THE FUEL SCREEN CONTAINED RUST. THE CARBURETOR WAS DISASSEMBLED AND ABOUT 1/2 OUNCE OF CONTAMINATED WATER WAS FOUND IN THE CARBURETOR BOWL. THE ENGINE PERFORMED NORMALLY DURING A SUBSEQUENT OPERATIONAL CHECK.

Brief of Accident (Continued)

File No. - 506

2/14/82

JACKSONVILLE, NC

A/C Reg. No. N37768

Time (Lcl) - 1611 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - CONTAMINATION
2. MAINTENANCE - INADEQUATE -
3. FLUID, FUEL - WATER
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 448 2/15/82 FAYETTEVILLE, NC A/C Reg. No. N63536 Time (Lcl) - 2145 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	1	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 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - 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	LUMBERTON, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FAYETTEVILLE, NC	I-95 SOUTH
Wind Dir/Speed- 200/008 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000 -UNK/NR
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----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 - 291	Last 24 Hrs - 3
SE LAND	Months Since - 9	Make/Model- 261	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 24	Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING A NIGHT LANDING TO AN AIRPORT RUNWAY MARKED ONLY WITH REFLECTORS, THE AIRCRAFT CONTACTED AN EMBANKMENT TO THE LEFT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 448

2/15/82

FAYETTEVILLE, NC

A/C Reg. No. N63536

Time (Lc1) - 2145 EST

Occurrence #1

UNDERSHOOT

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. AIRPORT FACILITIES, VISUAL APCH SLOPE IND(VASI) - UNAVAILABLE
4. AIRPORT FACILITIES, RUNWAY END IDENT LIGHTS(REIL) - UNAVAILABLE
5. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
6. AIRPORT FACILITIES, IN-RUNWAY LIGHTS - UNAVAILABLE
7. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 512 3/18/82 KNIGHTDALE, NC A/C Reg. No. N2231W Time (Lcl) - 1830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0
Other	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE
Crew
Pass
Other

-----Aircraft Information-----

Make/Model - BEDE BD-4
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
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 - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 140/006 KTS
Visibility - 12.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
HORSEHEAD, NY
Destination
ROCKLEDGE, FL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - CONTACT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WENDELL-KNIGHTDALE
Runway Ident - 19
Runway Lth/Wid - 3000/ 35
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, SE SEA

Age - 38

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 201

Make/Model- 9

Instrument- UNK/NR

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

TWO WITNESSES OBSERVED THE AIRCRAFT ON A LOW FINAL APPROACH FOR RUNWAY 19. THEY REPORTED THAT THE AIRCRAFT THEN TURNED TO AN EASTERLY HEADING. ONE WITNESS REPORTED THAT THE LEFT TURN APPEARED TO BE COORDINATED. THE OTHER WITNESS HEARD THE PILOT ADD POWER BEFORE THE AIRCRAFT DISAPPEARED FROM HIS VIEW BEHIND TREES. THE PLANE CRASHED ABOUT 1/2 MILE NORTH OF THE RUNWAY AND APPROXIMATELY 1000 FT EAST OF THE PROJECTED RUNWAY CENTERLINE. THE INITIAL IMPACT OCCURRED WITH TREES AT AN ALTITUDE OF ABOUT 50 FT AGL. AN EXAMINATION OF THE WRECKAGE REVEALED NO PREIMPACT MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 512

3/18/82

KNIGHTDALE, NC

A/C Reg. No. N2231W

Time (Lc1) - 1830 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. OBJECT - TREE(S)
7. 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) 1,2,3,4,5,7

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 437 4/18/82 GREENSBORO, NC A/C Reg. No. N2229L Time (Lcl) - 1315 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1
Other	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH C23-180
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 340/009 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
KNIGHTDALE, NC
Destination
GREENSBORO, NC

Airport Proximity
ON AIRPORT

Airport Data

AIR HARBOR
Runway Ident - -09
Runway-Lth/Wid - 2400/ 25
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 - 33
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - BE-C23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 154
Last 24 Hrs - 5
Make/Model- 127
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE EXPERIENCED A FAILURE OF THE RIGHT BRAKE SYSTEM PREVENTING HIM FROM MAINTAINING DIRECTIONAL CONTROL DURING GROUND ROLL AFTER LANDING ON RUNWAY 09. THE MECHANIC WHO REMOVED THE AIRCRAFT FROM THE ACCIDENT SCENE REPORTED THAT TIRE TRACKS FROM THE AIRCRAFT'S LEFT AND RIGHT MAIN TIRES FIRST APPEARED APPROXIMATELY 300 FEET FROM THE APPROACH END. HE FURTHER STATED THAT THE TWO MAIN TIRES APPEARED TO BE ROLLING UNTIL THE RIGHT MAIN TIRE DUG IN THE GROUND JUST AS THE AIRCRAFT WENT OVER THE RUNWAY LIGHTS AND SHORTLY THEREAFTER BROKE OFF.

Brief of Accident (Continued)

File No. - 437

4/18/82

GREENSBORO, NC

A/C Reg. No. N2229L

Time (Lc1) - 1315 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - RUNWAY LIGHT

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR - OVERLOAD
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 544

5/02/82

STATESVILLE, NC

A/C Reg. No. N1035G

Time (Lcl) - 1035 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0
0	0	0	0

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

Accident Occurred During -MANEUVERING

Other

-----Aircraft Information-----

Make/Model - HUDSON 2-2-2E

Eng Make/Model - BRIGGS 421437

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 900

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - UNK/NR

No. of Seats - 1

Rated Power - 11 LBS THRUST

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/002 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 6500 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

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 542

Make/Model- 3

Instrument- 0

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE PILOT MAKE A LOW PASS PARALLEL TO RUNWAY 26, THEN PULL-UP SHARPLY IN A LEFT CLIMBING TURN. THE WITNESSES REPORTED THAT AFTER THE PULL-UP, THE LEFT WING DROPPED AND THE AIRCRAFT ENTERED A SPIN. THE AIRCRAFT CRASHED ABOUT 1000 FT SOUTH OF RUNWAY 26.

Brief of Accident (Continued)

File No. - 544

5/02/82

STATESVILLE, NC

A/C Reg. No. N1035G

Time (Lc1) - 1035 EDT

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. PULL-UP - PERFORMED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 434 5/09/82 GREENSBORO, NC A/C Reg. No. N5938J Time (Lc1) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA A150L
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

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

Airport Proximity

ON AIRPORT

Airport Data

MAY

Runway Ident - 27

Runway Lth/Wid - 2400/ 30

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 - 53

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 308 Last 24 Hrs - 0

Make/Model- 207 Last 30 Days- 6

Instrument- 1 Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING THE PILOT REPORTED HIS MISJUDGEMENT CAUSED HIM TO UNDERSHOOT AND TOUCHDOWN SHORT OF THE RUNWAY. THE PILOT STATED HE TOUCHED DOWN HARD ON THE LEFT MAIN GEAR AND SUGGESTED THAT THE NOSE GEAR FAILED TO THE RIGHT, POSSIBLY PRIOR TO CONTACT WITH A PLOWED FURROW.

Brief of Accident (Continued)

File No. - 434

5/09/82

GREENSBORO, NC

A/C Reg. No. N5938J

Time (Lc1) - 1930 EDT

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

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. LANDING GEAR, NOSE GEAR - OVERLOAD
5. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 449

2/21/82

ALLIANCE,NE

A/C Reg. No. N4812A

Time (Lc1) - 1700 MST

-----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 -TAKEOFF

Other

0

0

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-22-150

Eng Make/Model - LYCOMING O-320

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1840

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 2

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 120/005 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

ALLIANCE,NE

Destination

MULE SHOE BAR,NE

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

ON AIRSTRIP

Airport Data

MULE SHOE BAR RANCH

Runway Ident - UNK/NR

Runway Lth/Wid - 1500/ 100

Runway Surface - DIRT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Age - 42

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - UNK/NR

Total - 114

Last 24 Hrs - 1

SE LAND

Months Since - UNK/NR

Make/Model- 114

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 0

Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING AND DROPPING OFF ONE PASSENGER THE PILOT ATTEMPTED TO TAKEOFF. THE AIRPORT MANAGER STATED THAT DUE TO THE UNUSUALLY WARM WEATHER THE FROST WAS OUT OF THE GROUND AND THE RUNWAY HAD MANY GOPHER MOUNDS WHICH WERE VERY SOFT. HE FURTHER STATED THAT THE AIRCRAFT LIFTED OFF THE GROUND ABOUT 3/4 OF THE WAY DOWN THE RUNWAY AND ROSE INTO THE AIR ABOUT 40 TO 50 FT. THE PLANE CONTINUED STRAIGHT DOWN THE RUNWAY BUT STARTED TO LOSE ALTITUDE AND COLLIDED WITH A HILL AT THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 449

2/21/82

ALLIANCE,NE

A/C Reg. No. N4812A

Time (Lc1) - 1700 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 4. 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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 488 3/24/82 DAVENPORT, NE A/C Reg. No. N32329 Time (Lcl) - 1900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

1

Crew

Pass

Other

0

0

0

Injuries

Serious

0

Minor

0

0

0

None

0

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E3D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - UNK/NR

Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 360/007 KTS

Visibility - 1.0 SM

Cloud Conditions(1st) - 400 FT BROKEN

Cloud Conditions(2nd) - 500 FT OVERCAST

Obstructions to Vision- UNK/NR

Precipitation - RAIN

Condition of Light - DUSK

Itinerary

Last Departure Point

SAND SPRINGS, OK

Destination

GRAND ISLANDS, NE

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 - 36

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 191

Make/Model- 55

Instrument- 4

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

AT 1242 CST, THE PILOT RECEIVED A WEATHER BRIEFING INCLUDING A FORECAST OF MARGINAL VFR CONDITIONS AT THE DESTINATION. BETWEEN 1649 AND 1848 CST, THERE WERE THREE WEATHER REPORTS FROM THE DESTINATION OF CEILINGS BETWEEN 300 AND 500 FT, VISIBILITIES BETWEEN ONE AND TWO MILES WITH RAIN AND/OR SNOW. THERE WAS NO EVIDENCE THAT THE PILOT REQUESTED OR RECEIVED ANY WEATHER REPORTS WHILE EN ROUTE. PERSONNEL IN THE AREA OF THE ACCIDENT STATED IT WAS SNOWING, SLEETING, AND RAINING ON THE NIGHT OF THE ACCIDENT. THE PLANE WAS FOUND THE NEXT DAY ABOUT 50 MILES FROM THE DESTINATION, IN AN UPRIGHT POSITION ABOUT 50 FT FROM THE IMPACT POINT ON LEVEL, PLOWED GROUND. THE AIRSPEED INDICATOR WAS FOUND STUCK AT 70 KNOTS.

Brief of Accident (Continued)

File No. - 488

3/24/82

DAVENPORT, NE

A/C Reg. No. N32329

Time (Lcl) - 1900 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - DUSK
 2. OBJECT - LOW CEILING
 3. OBJECT - RAIN
 4. OBJECT - SNOW
 5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 6. IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - OPEN FIELD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

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. - 431 5/07/82 NORTH LOUP, NE A/C Reg. No. N4339Z Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -CROP CONTROL RELATED FLIGHT	Fire NONE	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91		Crew 0	0	0	1
Accident Occurred During -LANDING		Pass 0	0	0	0
		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FOX
Wind Dir/Speed- 200/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800-N/A
Cloud Conditions(1st) - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Cloud Conditions(2nd) - NONE	Type Approach Flown - UNK/NR	Runway Status - DRY
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 - 2934
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 1260
		Instrument- 11
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT BROKE GROUND ABOUT 1000 FEET DOWN THE RUNWAY BUT WOULD NOT CLIMB. THE PILOT ATTEMPTED TO JETTISON THE LOAD BUT DID NOT HAVE TIME. THE AIRCRAFT WAS LANDED IN ROUGH TERRAIN. INVESTIGATION REVEALED THAT THE AIRCRAFT WAS BELOW MAXIMUM GROSS WEIGHT DURING TAKEOFF.

Brief of Accident (Continued)

File No. - 431

5/07/82

NORTH LOUP, NE

A/C Reg. No. N4339Z

Time (Lc1) - 1330 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - BELOW - PILOT IN COMMAND
 2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. LOAD JETTISON - DELAYED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 543 5/10/82 COZAD,NE A/C Reg. No. N12013 Time (Lcl) - 1415 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING		Other	0	0	0	0

-----Aircraft Information-----

Make/Model - MAULE M-4	Eng Make/Model - CONTINENTAL O-300A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2100	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	ON AIRPORT
Method - UNK/NR	COLUMBINE,CO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	COZAD,NE	MUNICIPAL
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 5.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4200/ 75
Cloud Conditions(1st) - NONE	Type of Clearance - UNK/NR	Runway Surface - CONCRETE
Cloud Conditions(2nd) - NONE	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 - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 598
SE LAND	Months Since - 24	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 52
		Last 30 Days- UNK/NR
		Instrument- 53
		Last 90 Days- 7
		Multi-Eng - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS LANDED ON RUNWAY 31 WITH A 20 DEGREE QUARTERING HEADWIND FROM THE RIGHT AT 10 GUSTING 15 KNOTS. DURING LANDING, THE AIRCRAFT VEERED TO THE LEFT AND THE PILOT APPLIED RIGHT RUDDER. HOWEVER, THE AIRCRAFT CONTINUED INTO A GROUND LOOP AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 543

5/10/82

COZAD,NE

A/C Reg. No. N12013

Time (Lc1) - 1415 CDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 404 3/05/82 MANCHESTER, NH A/C Reg. No. N6135S Time (Lcl) - 1054 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	Pass	0	0	0
Accident Occurred During	-LANDING		Other	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH C-24R	Eng Make/Model	- LYCOMING IO-360-A1B6	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2750	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 200 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- 240/015 KTS</p> <p>Visibility - 15.0 SM</p> <p>Cloud Conditions(1st) - 3000 FT BROKEN</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>BEDFORD, MA</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>MANCHESTER/GREINIER IND.</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 7001/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 863
SE LAND	Months Since - 10	Make/Model- 262
	Aircraft Type - UNK/NR	Instrument- 207
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 44

Instrument Rating(s) - NONE

-----Narrative-----

THE TOWER CONTROLLER ADVISED THE FLIGHT WHILE ON BASE LEG THAT THE WINDS WERE FROM 300 DEGREES AT 15 KNOTS. THIS INFORMATION WAS GIVEN AT 1045 EST AND WAS THE LAST WIND INFORMATION GIVEN TO THE PILOT BEFORE LANDING. ACCORDING TO THE PILOT MODERATE TURBULENCE AND GUSTY WINDS WERE ENCOUNTERED ON FINAL APPROACH UNTIL TOUCHDOWN. AT TOUCHDOWN GUSTS CAUGHT THE AIRCRAFT, DIRECTIONAL CONTROL WAS LOST, THEAIRCRAFT DEPARTED THE LEFT SIDE OF THE RUNWAY, STRUCK A FROZEN SNOWBANK, AND TURNED OVER. THE 1050 EST MANCHESTER WEATHER OBSERVATION STATED THAT THE WINDS WERE 310 DEGREES AT 15 KNOTS GUSTING TO 25 KNOTS.

Brief of Accident (Continued)

File No. - 404

3/05/82

MANCHESTER, NH

A/C Reg. No. N6135S

Time (Lcl) - 1054 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. CONTROL TOWER SERVICE - INADEQUATE - ATC PSNL(LCL/GND/CLNC)
 2. WEATHER CONDITION - GUSTS
 3. WIND INFORMATION - INADEQUATE - ATC PSNL(LCL/GND/CLNC)
 4. WEATHER CONDITION - TURBULENCE
 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 - SNOWBANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 458 3/12/82 ATLANTIC CITY,NJ A/C Reg. No. N1519T Time (Lcl) - 0800 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-34-200	Eng Make/Model - LYCOMING IO-360-016	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 7	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	BALTIMORE,MD	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	ATLANTIC CITY,NJ	BADER FIELD
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 11
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 2950/ 100
Cloud Conditions(1st) - 800 FT BROKEN	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - WET
Obstructions to Vision- HAZE		
Precipitation - RAIN		
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 - 2319
SE LAND,ME LAND	Months Since - 12	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 174
		Last 30 Days- UNK/NR
		Instrument- 259
		Last 90 Days- 84
		Multi-Eng - 2039

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE ELECTED TO FLY HIS IFR APPROACH TO THE RUNWAY WITH A 10 KT QUARTERING TAIL WIND. HE REPORTED ENCOUNTERING HYDROPLANING CONDITIONS AFTER LANDING WITHIN THE FIRST QUARTER OF THE RUNWAY. BY THE TIME HE CONSIDERED A GO-AROUND, THERE WAS INSUFFICIENT AIRSPEED AND RUNWAY REMAINING. ASYMMETRICAL POWER WAS USED TO TURN THE AIRCRAFT AND AVOID ENTERING WATER. SUBSEQUENTLY, THE LEFT MAIN GEAR STRUCK A LIGHT AND COLLAPSED.

Brief of Accident (Continued)

File No. - 458

3/12/82

ATLANTIC CITY, NJ

A/C Reg. No. N1519T

Time (Lc1) - 0800 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - TAILWIND
3. TERRAIN CONDITION - WET
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. AIRSPEED - MISJUDGED - PILOT IN COMMAND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

8. MANEUVER - PERFORMED - PILOT IN COMMAND
9. OBJECT - RUNWAY LIGHT
10. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 457 4/15/82 TRENTON, NJ A/C Reg. No. N4940G Time (Lcl) - 1215 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1	0	
Accident Occurred During - TAKEOFF		Other	0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	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 - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CALDWELL, NJ	MERCER COUNTY
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4800/ 150
Cloud Conditions(1st) - UNK/NR	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 550
SE LAND	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 47
		Instrument- 10
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

DURING A DEPARTURE, THE PILOT INITIATED AN INTERSECTION TAKEOFF WITH ABOUT 4000 FT OF RUNWAY REMAINING. HE REPORTED THAT THE TAKEOFF PROCEEDED NORMALLY THROUGH LIFT-OFF TO ABOUT 25 FT AGL. FROM THERE, THE AIRCRAFT RETURNED TO THE RUNWAY SURFACE AND BOUNCED. ELECTING TO ABORT, THE PILOT REDUCED POWER, BUT THE AIRCRAFT BOUNCED AT LEAST TWO MORE TIMES, THEN VEERED TO THE RIGHT. IT CONTINUED OFF OF THE RUNWAY AT THE DEPARTURE END, RAN DOWN AN EMBANKMENT, AND FLIPPED OVER. AN INSPECTION OF THE ELEVATOR TRIM TAB REVEALED THAT IT WAS DEFLECTED TWO INCHES TOWARD A NOSE DOWN POSITION. A FULL NOSE DOWN DEFLECTION IS 3 3/16 INCHES, WHEREAS THE TAB IS IN A NEUTRAL POSITION WHEN TRIMMED FOR TAKEOFF.

Brief of Accident (Continued)

File No. - 457

4/15/82

TRENTON,NJ

A/C Reg. No. N4940G

Time (Lcl) - 1215 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)

1. TRIM SETTING - IMPROPER - PILOT IN COMMAND
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DOWNHILL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 487 4/19/82 MORRISTOWN,NJ A/C Reg. No. N54576 Time (Lcl) - 1200 EST

-----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
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0
Accident Occurred During	-LANDING			Other	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-D	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		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	TETERBORO,NJ		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	MORRISTOWN,NJ	MORRISTOWN MUNICIPAL	
Wind Dir/Speed	- 210/009 KTS		Runway Ident	- 23
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- 6000/ 150
Cloud Conditions(1st)	- NONE	Type of Flight Plan	- NONE	
Cloud Conditions(2nd)	- NONE	Type of Clearance	- UNK/NR	
Obstructions to Vision	- NONE	Type Approach Flown	- TOUCH AND GO	
Precipitation	- NONE		Runway Surface	- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status	- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	- 58
	Months Since - N/A	Make/Model	- 58
	Aircraft Type - N/A	Instrument	- 2
		Last 24 Hrs	- 0
		Last 30 Days	- UNK/NR
		Last 90 Days	- 12
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT PROCEEDED TO THE MORRISTOWN MUNICIPAL AIRPORT TO PRACTICE TOUCH AND GO LANDINGS. HE STATED THAT DURING HIS FIRST TOUCH AND GO, THE RIGHT WING PICKED UP. HE INITIATED A GO-AROUND TO CORRECT THE PROBLEM. HOWEVER, DURING THE GO-AROUND, A WING OF THE AIRCRAFT HIT TREES AND THE PLANE LANDED OFF OF THE LEFT SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 487

4/19/82

MORRISTOWN, NJ

A/C Reg. No. N54576

Time (Lcl) - 1200 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)
1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation

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. - 497 2/20/82 FORT SUMNER,NM A/C Reg. No. N759QR Time (Lc1) - 0004 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0
Other	0	0	0	0

-----Aircraft Information----

Make/Model - CESSNA 182Q
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470U
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 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- VARIABLE/003 KTS
Visibility - 50.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

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 - 36

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLANE CRASHED AND BURNED ON A DARK MOONLESS NIGHT AFTER IMPACTING IN A NOSE LOW ATTITUDE. THE CRASH SITE WAS LOCATED NEAR THE HOME OF THE PILOT'S FRIEND WHERE THE PILOT HAD VISITED EARLIER IN THE EVENING. AFTER IMPACTING IN SOFT, LEVEL, SANDY SOIL, THE MAIN WRECKAGE BOUNCED AND CAME TO REST ABOUT 162 FT FROM THE IMPACT POINT. EXCEPT FOR THE ENGINE, EMPENNAGE, AND PORTIONS OF THE WINGS, THE AIRCRAFT HAD DISINTEGRATED. A TOXICOLOGY CHECK OF THE PILOT'S BLOOD INDICATED A BLOOD/ALCOHOL LEVEL OF 135 MG PERCENT. ALTHOUGH THE SKY WAS CLEAR, ANOTHER PILOT REPORTED A LACK OF REFERENCES TO THE HORIZON FROM HIS POSITION ON THE FT SUMNER AIRPORT WHEN HE SAW THE PLANE DEPART.

Brief of Accident (Continued)

File No. - 497

2/20/82

FORT SUMNER,NM

A/C Reg. No. N759QR

Time (Lc1) - 0004 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. IMPROPER DECISION,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
 4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE,VISUAL/AURAL DETECTION - PILOT IN COMMAND
 6. 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) 1,2,4,6

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. - 501 2/23/82 WATROUS,NM A/C Reg. No. N2272D Time (Lc1) - 2135 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -CRUISE		Other	0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1600	Engine Type - TURBOSHAFT	Weather Radar - NO	
No. of Seats - 2	Rated Power - UNK/NR		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DOOLITTLE RANCH,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ALBUQUERQUE,NM	
Wind Dir/Speed- 260/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 20000 FT BROKEN	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 - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2750
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - UNK/NR	Make/Model- 95
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 1645
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 95
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER STRUCK POWER AND COMMUNICATION LINES AFTER TAKING OFF AT NIGHT. AFTER HITTING THE LINES, IT CRASHED INTO A RAILROAD GRADE AND BRIDGE. THE CRASH SITE WAS ABOUT ONE MILE FROM THE DEPARTURE POINT. AN INSPECTION OF THE ENGINE REVEALED NO PREIMPACT MALFUNCTION. IT WAS NOTED THAT THE CIRCUIT BREAKERS FOR THE FUEL BOOST PUMP AND THE MASTER CAUTION SYSTEMS WERE OPEN. A TOXICOLOGICAL CHECK OF THE PILOT'S BLOOD REVEALED 266 MG PERCENT OF ETHYL ALCOHOL.

Brief of Accident (Continued)

File No. - 501

2/23/82

WATROUS,NM

A/C Reg. No. N2272D

Time (Lc1) - 2135 MST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
4. OBJECT - WIRE, TRANSMISSION
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 542 5/02/82 MESCALERO,NM A/C Reg. No. N1884J Time (Lcl) - 1430 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/004 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALMAGARDO,NM
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)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 6162	Last 24 Hrs	- 1
Make/Model-	12	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	12
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

TWO WITNESSES OBSERVED THE AIRCRAFT FLYING EASTBOUND AT LOW ALTITUDE ALONG A HIGHWAY, THEN BEGIN A CLIMBING TURN OVER SHARPLY RISING TERRAIN. AFTER COMPLETING ABOUT 90 DEGREES OF TURN, THE AIRCRAFT STRUCK THE TOPS OF TREES ABOUT 30 FT AGL. ABOUT 12 PACES BEYOND THE INITIAL IMPACT POINT, THE AIRCRAFT STRUCK A SECOND GROUP OF TREES. THE SECOND IMPACT OCCURRED ABOUT 6 TO 8 FT ABOVE THE FIRST. ABOUT HALF OF THE RIGHT OUTBOARD WING WAS SEVERED AND REMAINED IN THE SECOND GROUP OF TREES. FROM THERE, THE PLANE DESCENDED THROUGH OTHER TREES AND CAME TO REST ABOUT 20 PACES BEYOND THE SECOND IMPACT POINT. PROPELLER SLASH MARKS WERE FOUND IN THE TREES. A CHECK OF THE FUEL SYSTEM AND A PARTIAL TEARDOWN OF THE ENGINE REVEALED NO PREIMPACT FAILURES. THE DENSITY ALTITUDE AT THE CRASH SITE WAS ABOUT 8800 FT.

Brief of Accident (Continued)

File No. - 542

5/02/82

MESCALERO,NM

A/C Reg. No. N1884J

Time (Lcl) - 1430 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
6. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
7. TERRAIN CONDITION - UPHILL
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

Factor(s) relating to this accident is/are finding(s) 1,2,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 427 2/01/82 LAS VEGAS, NV A/C Reg. No. N5481S Time (Lcl) - 1610 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	1
Accident Occurred During	-LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA TR182	Eng Make/Model	- LYCOMING O-540-L3C5D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3100	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	PAROWAN, UT	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	LAS VEGAS, NV	N. LAS VEGAS AIR TERMINAL
Wind Dir/Speed	- 330/018 KTS	ATC/Airspace	Runway Ident - 07
Visibility	- 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Cloud Conditions(1st)	- 25000 FT SCATTERED	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 - 43	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 132	Last 24 Hrs - 1
SE LAND	Months Since - UNK/NR	Make/Model - 48	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 3	Last 90 Days - 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT ON LANDING AFTER THE SECOND BOUNCE THE PLANE VEERED LEFT AND RAN OFF THE RUNWAY ON TO THE DESERT AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 427

2/01/82

LAS VEGAS,NV

A/C Reg. No. N5481S

Time (Lc1) - 1610 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - 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. - 407 2/28/82 YERINGTON, NV A/C Reg. No. N23209 Time (Lcl) - 1300 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	1	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER J3-F65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1100
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-75
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 60.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

Runway Ident - N/A
Runway Lth/Wid - 1800-N/A
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 44

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	271	Last 24 Hrs -	1
Make/Model-	67		Last 30 Days-	12
Instrument-	6		Last 90 Days-	49

Instrument Rating(s) - NONE

-----Narrative-----

DURING FINAL APPROACH FOR A HARD DIRT FIELD THE PILOT REPORTED THAT THE BOTTOM FELL OUT AND HE HIT SHORT RESULTING IN SUBSTANTIAL DAMAGE TO THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 407

2/28/82

YERINGTON,NV

A/C Reg. No. N23209

Time (Lc1) - 1300 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

Occurrence #2 GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 532 4/17/82 WADSWORTH, NV A/C Reg. No. N7820F Time (Lcl) - 1030 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	1	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 - LYCOMING O-320
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 - 40.0 SM
Cloud Conditions(1st) - 30000 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FERNLEY, NV
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 5601 Last 24 Hrs - 1
Make/Model- 1950 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLYING OVER THE TRUCKEE RIVER ON A LOCAL FLIGHT, THE LEFT WING OF THE AIRCRAFT STRUCK A GROUP OF FIVE POWERLINES. THE AIRCRAFT THEN IMPACTED THE WATER IN A NOSE DOWN ATTITUDE. IT WAS CARRIED DOWNSTREAM ABOUT 100 YARDS BY THE CURRENT BEFORE COMING TO STOP ON A SANDBAR.

Brief of Accident (Continued)

File No. - 532

4/17/82

WADSWORTH,NV

A/C Reg. No. N7820F

Time (Lcl) - 1030 PST

Occurrence 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
4. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 429 5/04/82 NORTH LAS VEGAS, NV A/C Reg. No. N29500 Time (Lc1) - 1307 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL - DUAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	NORTH LAS VEGAS
Wind Dir/Speed- 170/013 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3125/ 65
Cloud Conditions(1st) - 7000 FT OVERCAST	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - PRACTICE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWER		
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)
COMMERCIAL,CFI	Current - YES	Total - 1361
SE LAND	Months Since - 14	Make/Model- 133
	Aircraft Type - UNK/NR	Instrument- 60
		Multi-Eng - 228
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 168

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN INSTRUCTIONAL FLIGHT THE INSTRUCTOR WAS DEMONSTRATING A SHORT FIELD LANDING USING THE MINIMUM LENGTH OF THE RUNWAY. ON FINAL THE AIRCRAFT HIT A DIRT BANK SEPARATING THE RIGHT MAIN LANDING GEAR. THE INSTRUCTOR STATED THERE WERE NO MARKINGS ON THE BERM AND THE EARTH BLENDED IN WITH THE SURROUNDINGS. HE ALSO STATED THAT THEY HAD PERFORMED SEVERAL TOUCH AND GO'S IMMEDIATELY PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 429

5/04/82

NORTH LAS VEGAS,NV

A/C Reg. No. N29500

Time (Lcl) - 1307 PDT

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

Occurrence #2

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
4. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 402 3/06/82 WHITE PLAINS, NY A/C Reg. No. N4088H Time (Lcl) - 1320 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	Serious	Minor	None	
Accident Occurred During -LANDING		Other	0	0	0	2
			0	0	0	0
			0	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20K	Eng Make/Model - CONTINENTAL TS10-360-GB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 210 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	LOCAL	WESTCHESTER COUNTY
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6550/ 150
Cloud Conditions(1st) - 12000 FT OVERCAST	Type of Clearance - TOWER	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - ILS - COMPLETE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----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 - UNK/NR	Total - 1716
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 158
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 108
		Multi-Eng - 117
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 525
		.Rotorcraft - 333

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PRACTICE ILS APPROACH ATC REQUESTED THE FLIGHT REDUCE ITS AIRSPEED FOR TRAFFIC SPACING. THE PILOT COMPLIED AND CONTINUED THE APPROACH WITH THE STALL WARNING HORN SOUNDING INTERMITTENTLY. THE AIRCRAFT LANDED GEAR UP AND CAME TO REST ON THE CENTERLINE OF RUNWAY 16.

Brief of Accident (Continued)

File No. - 402

3/06/82

WHITE PLAINS, NY

A/C Reg. No. N4088H

Time (Lc1) - 1320 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ATC CLEARANCE - ATTEMPTED - PILOT IN COMMAND
 2. AIRSPEED - NOT PERFORMED - PILOT IN COMMAND
 3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 470 6/03/82 ITHACA,NY A/C Reg. No. N677F Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED		Fatal	Injuries	
Type of Operation -EXECUTIVE	Fire	Crew	1	Serious	Minor
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	4	0	0
Accident Occurred During -TAKEOFF		Other	0	0	0
				None	0

-----Aircraft Information-----

Make/Model - BEECHCRAFT B-55	Eng Make/Model - CONTINENTAL IO-470-L8	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5100	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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HARRISBURG,PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ITHACA,NY	TOMPKINS COUNTY
Wind Dir/Speed- 033/004 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5801/ 150
Cloud Conditions(1st) - 2 FT	Type of Clearance - TOWER	Runway Surface - N/A
Cloud Conditions(2nd) - 3 FT	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 8589
SE LAND,ME LAND	Months Since - 20	Make/Model- 397
	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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TAKEOFF WAS OBSERVED TO APPEAR NORMAL FOR 2500 FT. AT ABOUT 150 FT IN THE AIR THE ACFT ROLLED SHARPLY LEFT. THE ROLL CONTINUED TO AN INVERTED POSITION, AFTER WHICH THE ACFT DESCENDED IN A NEAR VERTICAL ATTITUDE. THE AILERON-ELEVATOR CONTROL LOCKING PIN WAS FOUND ENGAGED IN THE UNDERSIDE OF THE CONTROL COLUMN.

Brief of Accident (Continued)

File No. - 470

6/03/82

ITHACA, NY

A/C Reg. No. N677F

Time (Lcl) - 1630 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FLIGHT CONTROL, GUST LOCK - ENGAGED
 3. REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 579 1/08/82 NEW PHILADELPHIA, OH A/C Reg. No. N207CB Time (Lcl) - 1818 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-APPROACH	NONE	Pass 0	1	0	0
			Other 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320-E3D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	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
Method	- N/A	STEUBENVILLE, OH
Completeness	- N/A	Destination
Basic Weather	- VMC	NEW PHILADELPHIA, OH
Wind Dir/Speed-	230/015 KTS	ATC/Airspace
Visibility	- 10.0 SM	Type of Flight Plan
Cloud Conditions(1st)	- 8000 FT PART OBSC	- NONE
Cloud Conditions(2nd)	- NONE	Type of Clearance
Obstructions to Vision-	NONE	- NONE
Precipitation	- NONE	Type Approach Flown
Condition of Light	- NIGHT (DARK)	- VISUAL FULL CIRCUIT

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 133	Last 24 Hrs - 1
SE LAND	Months Since - 3	Make/Model- 133	Last 30 Days- 2
	Aircraft Type - PA-28	Instrument- 3	Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APPROACH THE AIRCRAFT CONTACTED A TREE ABOUT 70 FEET HIGH AND 920 FEET FROM THE DISPLACED THRESHOLD TO RUNWAY 14. THE PILOT THEN ELECTED TO INITIATE A GO-AROUND AND CLIMBED STRAIGHT AHEAD. AFTER COMPLETING A 180 DEGREE TURN TO DOWNWIND THE ENGINE LOST POWER AND THE PILOT ATTEMPTED TO MAKE A FORCED LANDING OFF THE AIRPORT. THE AIRCRAFT IMPACTED A 40 FOOT TALL TREE NEAR BEAVER DAM CREEK AND CAME TO REST NEXT TO A LARGE OAK TREE. DURING REMOVAL OF THE LOWER ENGINE COWL THE GASCOLATOR(CUP) FELL TO THE GROUND. EXAMINATION OF THE HOLE IN THE COWLING NORMALLY USED FOR ACCESS TO THE GASCOLATOR SHOWED EVIDENCE OF BEING STRUCK BY ONE OR MORE TREE BRANCHES. THE WIND WAS GUSTING TO 24 KNOTS.

Brief of Accident (Continued)

File No. - 579

1/08/82

NEW PHILADELPHIA, OH

A/C Reg. No. N207CB

Time (Lc1) - 1818 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. WEATHER CONDITION - GUSTS
6. PROPER GLIDEPATH - BELOW - PILOT IN COMMAND
7. LIGHT CONDITION - NIGHT

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

8. OBJECT - TREE(S)

Occurrence #3 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

9. FUEL SYSTEM - PREVIOUS DAMAGE
10. FUEL SYSTEM, STRAINER - DISCONNECTED
11. FLUID, FUEL - STARVATION

Occurrence #4 FORCED LANDING
Phase of Operation APPROACH

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

12. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,9,10,11

Factor(s) relating to this accident is/are finding(s) 1,3,5,7,8,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 469 2/12/82 PLEASANT HILL, OH A/C Reg. No. N5266P Time (Lcl) - 1915 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
ON GROUND

	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-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - BRFG RCVD, SOURCE UNK
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 300/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 2800 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
CHICAGO, OH
Destination
VANDALIA, OH

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 - 39
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT.
Flight Time (Hours)
Total - 880 Last 24 Hrs - 3
Make/Model- 880 Last 30 Days- UNK/NR
Instrument- 169 Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ENROUTE, THE PILOT ELECTED TO CLIMB OVER THE WEATHER RATHER THAN FLY THROUGH IT. AT ABOUT 12,000 FT MSL OVER THE WEATHER, HE ENCOUNTERED AN ENGINE PROBLEM. HE INITIATED EMERGENCY PROCEDURES AND INFORMED DAYTON APPROACH CONTROL OF HIS PROBLEM. UNABLE TO START THE ENGINE, HE MADE A CRASH LANDING IN A PLOWED FIELD AT DUSK. AN EXAMINATION OF THE AIRCRAFT AND ENGINE REVEALED NO MECHANICAL MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 469

2/12/82

PLEASANT HILL, OH

A/C Reg. No. N5266P

Time (Lc1) - 1915 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LIGHT CONDITION - DUSK
3. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 551 1/19/82 STILLWATER, OK A/C Reg. No. N4438D Time (Lcl) - 2122 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED

Fire
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0
Other	0	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH G35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2775
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-BB
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 225 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- 080/010 KTS

Visibility - 2.0 SM

Cloud Conditions(1st) - 300 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- FOG

Precipitation - NONE

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 - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

STILLWATER MUNICIPAL

Runway Ident - 35

Runway Lth/Wid - 5000-N/A

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

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 - 115

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 AIRCRAFT DEPARTED ON A DARK NIGHT WITH NO RECORD OF A FLIGHT PLAN FILED OR A WEATHER BRIEFING RECEIVED. WITNESSES OBSERVED THE AIRCRAFT CLIMB OUT OF SIGHT INTO A FOG LAYER WHEN 2/3 DOWN THE RUNWAY THEN REAPPEAR AND CONTINUE TO FLY AT TREE TOP LEVEL MAINTAINING RUNWAY HEADING. A WITNESS THEN SAW THE AIRCRAFT MAKE A RIGHT TURN AT LOW ALTITUDE BEFORE LOSING SIGHT OF IT JUST PRIOR TO HEARING AN EXPLOSION. THE PILOT HAD A PRIVATE PILOT'S CERTIFICATE BUT WAS NOT INSTRUMENT QUALIFIED.

Brief of Accident (Continued)

File No. - 551

1/19/82

STILLWATER,OK

A/C Reg. No. N4438D

Time (Lcl) - 2122 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - FOG
 4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
 6. LIGHT CONDITION - DARK NIGHT
 7. OBJECT - TREE(S)
 8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,8

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 550 1/26/82 MUSKOGEE,OK A/C Reg. No. N9413G Time (Lcl) - 1215 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D23	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3300	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 1	Rated Power - 280 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- 230/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 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 - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 24700
SE LAND,ME LAND	Months Since - 13	Make/Model- 610
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 540
		Last 24 Hrs - 13
		Last 30 Days- UNK/NR
		Last 90 Days- 108
		Rotorcraft - 3500

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE TWO PASSES TO SURVEY THE FIELD TO BE SPRAYED. HE STATED THAT ON HIS THIRD PASS, HE PULLED UP, MADE A SHALLOW LEFT TURN, LEVELED OFF, AND STARTED LOOKING TO THE RIGHT FOR OBSTRUCTIONS. REPORTEDLY, THE AIRCRAFT STARTED INTO A 10 DEGREE DIVE AT THAT TIME. THE PILOT REPORTED THAT HE REACHED FOR THE TRIM AND STARTED PULLING BACK ON THE STICK, BUT THE AIRCRAFT CONTINUED INTO A STEEP DIVE AND CRASHED. NO MALFUNCTION WAS FOUND THAT WOULD ACCOUNT FOR THE REPORTED CONTROL PROBLEM.

Brief of Accident (Continued)

File No. - 550

1/26/82

MUSKOGEE,OK

A/C Reg. No. N9413G

Time (Lcl) - 1215 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - GROUND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 557 1/23/82 LAPINE,OR

A/C Reg. No. N8172B

Time (Lcl) - 1820 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

1

0

0

Accident Occurred During -LANDING

Other

0

0

0

0

-----Aircraft Information-----

Make/Model - CESSNA 172

Eng Make/Model - CONTINENTAL O-300-A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2075

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - NO

No. of Seats - 4

Rated Power - 145 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 190/018 KTS

Visibility - 2.0 SM

Cloud Conditions(1st) - 3000 FT SCATTERED

Cloud Conditions(2nd) - UNK/NR

Obstructions to Vision- HAZE

Precipitation - RAIN

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

LAKEVIEW,OR

Destination

PORTLAND,OR

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 - 29

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 154

Make/Model- 51

Instrument- 1

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PILOT LANDED AT LAKEVIEW,OR,HE CHECKED THE WEATHER BUT REPORTED TO HIS PASSENGER THAT ALTHOUGH THE WEATHER WAS BAD HE DID NOT WANT TO STAY IN LAKEVIEW. THE AIRCRAFT DEPARTED LAKEVIEW, FOLLOWING A HIGHWAY, WHEN THE WEATHER CONDITIONS CONTINUED TO DETERIORATE THE PILOT ATTEMPTED TO LAND ON A HIGHWAY.

Brief of Accident (Continued)

File No. - 557

1/23/82

LAPINE,OR

A/C Reg. No. N8172B

Time (Lcl) - 1820 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - FOG
2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - SNOW
5. LIGHT CONDITION - DARK NIGHT
6. OBJECT - WIRE,TRANSMISSION
7. 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) 2,7

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 496

2/07/82

AURORA,OR

A/C Reg. No. N4660W

Time (Lcl) - 1615 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-TAKEOFF				

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew 0
Pass 0
Other 0

-----Aircraft Information-----

Make/Model - ROCKWELL COMDR 112TCA
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - LYCOMING T0-360-C1A6D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/010 KTS
Visibility - UNK/NR
Cloud Conditions(1st) - UNK/NR SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
OREGON CITY,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

AURORA
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,SE SEA

Age - 51

Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 3000
Make/Model-	3
Instrument-	UNK/NR
Multi-Eng -	UNK/NR
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR
Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE PLANE WAS OBSERVED TO ROTATE TO A STEEP NOSE HIGH ATTITUDE, THEN ROLL INTO A STEEP BANK, GO INTO A DESCENT, AND CRASH. DURING THE DESCENT, IT ROLLED TO A WINGS LEVEL ATTITUDE BEFORE IMPACTING WITH THE NOSE SLIGHTLY DOWN. AN EXAMINATION OF THE FLIGHT CONTROLS REVEALED NO PREIMPACT MALFUNCTION OR FAILURE EXCEPT THAT THE ELEVATOR TRIM WAS INOPERATIVE. THE ELEVATOR TRIM WAS FOUND IN A NOSE DOWN POSITION. THE OWNER REPORTED THE TRIM BUTTON WAS INOPERATIVE, SO IT WOULD HAVE BEEN SET MANUALLY. THE PILOT'S SEAT FAILED DURING IMPACT. IMPACT MARKS REVEALED IT WAS IN THE 9TH POSITION FROM FULL FORWARD WHICH WAS 9 1/8 INCHES FROM THE FRONT OF THE SEAT TRACK TO THE FRONT ROLLER. THE 13TH POSITION WOULD HAVE BEEN FULL AFT. THE INVESTIGATOR WAS ABOUT THE SAME HEIGHT AS THE PILOT. HE REPORTED HE COULD MOVE THE CONTROL WHEEL AND RUDDER WITH NO PROBLEM WHEN CHECKED WITH THE SEAT FULL AFT IN A SIMILAR AIRCRAFT. THE PILOT HAD ONLY ONE OTHER FLIGHT IN THAT MAKE AND MODEL AS PIC.

Brief of Accident (Continued)

File No. - 496

2/07/82

AURORA,OR

A/C Reg. No. N4660W

Time (Lc1) - 1615 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROL,ELEVATOR TAB SURFACE - INOPERATIVE
 2. UNDETERMINED
 3. IMPROPER USE OF PROCEDURE,IMPROPER TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 508

2/24/82

WASCO,OR

A/C Reg. No. N9243W

Time (Lcl) - 0800 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 -LANDING

Fire
NONE

Crew
Pass
Other

-----Aircraft Information-----

Make/Model - WEATHERLY 201C

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3500

No. of Seats - 1

Eng Make/Model - P & W 985

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 985 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - UNK/NR

Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 30.0 SM

Cloud Conditions(1st) - NONE

Cloud Conditions(2nd) - NONE

Obstructions to Vision- DUST

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)

COMMERCIAL

SE LAND

Age - 31

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1377 Last 24 Hrs - 3

Make/Model- 1077 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 97

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING TAKEOFF, THE ENGINE DID NOT MAINTAIN FULL POWER. WHILE LANDING IN A RESIDENTIAL AREA, THE AIRCRAFT STRUCK A TELEPHONE WIRE AND THREE TREES. AN EXAMINATION OF THE ENGINE REVEALED NO OBVIOUS DEFECTS THAT WOULD CAUSE A LOSS OF POWER. THE THROTTLE QUADRANT, PN 40380, HAD SEVERAL DISCREPANCIES. THERE WAS NO EVIDENCE OF LUBRICATION OF THE QUADRANT, AND THE MOVEMENT OF THE LEVERS WAS STIFF. THE THROTTLE, PROPELLER CONTROL, AND MIXTURE LEVERS WERE VERY CLOSE TOGETHER, AND MOVEMENT OF ONE LEVER WOULD CAUSE RUBBING ON THE LEVER NEXT TO IT. THE QUADRANT HOUSING HAD EVIDENCE OF THE LEVERS RUBBING ON THE BOTTOM OF THE HOUSING. THE MIXTURE LEVER SHOWED EVIDENCE OF EXTENSIVE WEAR AND ELONGATION OF THE ATTACH HOLE. THE CABLE ATTACH HOLE WAS WORN COMPLETELY THROUGH THE END OF THE LEVER, AND THE MIXTURE CABLE WAS NOT ATTACHED.

Brief of Accident (Continued)

File No. - 508

2/24/82

WASCO,OR

A/C Reg. No. N9243W

Time (Lc1) - 0800 PST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF

Finding(s)

1. MIXTURE CONTROL - BINDING(MECHANICAL)
 2. LUBRICATION - INADEQUATE - OTHER MAINTENANCE PSNL
 3. MIXTURE CONTROL - WORN
 4. MIXTURE CONTROL - SEPARATION
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - WIRE,TRANSMISSION
 6. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 422 3/06/82 CRESWELL, OR A/C Reg. No. N58754 Time (Lcl) - 1550 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 - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2980
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R-25A
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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HOBBY
Runway Ident - 34
Runway Lth/Wid - 2100/ 20
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 010/003 KTS
Visibility - 12.0 SM

ATC/Airspace

Cloud Conditions(1st) - 12000 FT SCATTERED
Cloud Conditions(2nd) - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

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 - 51
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - C-182P

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2700
Make/Model- 720
Instrument- UNK/NR
Last 24 Hrs - 0
Last 30 Days- 1
Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

DURING PREFLIGHT THE PILOT FOUND WATER IN THE FUEL SYSTEM. AFTER FUEL DRAININGS AND SAMPLE CHECKS WERE COMPLETED THE PILOT STARTED THE ENGINE AND INITIATED TAXI FOR TAKEOFF. DURING TAXI AND ENGINE RUNUP THE ENGINE STOPPED SEVERAL TIMES. AFTER REPEATED FUEL DRAININGS AND SAMPLE CHECKS FOLLOWING EACH OCCURRENCE THE PILOT COMMENCED HIS TAKEOFF ROLL. SHORTLY AFTER THE AIRCRAFT BECAME AIRBORNE THE ENGINE AGAIN CEASED OPERATING AND THE PILOT EXECUTED A FORCED LANDING IN A NEARBY FIELD. WATER WAS FOUND IN THE RIGHT MAIN TANK, THE CARBURETOR FUEL BOWL, AND THE FUEL STRAINER. CONSIDERABLE RUST WAS FOUND AROUND THE FILLER NECKS OF THE FUEL CAPS.

Brief of Accident (Continued)

File No. - 422

3/06/82

CRESWELL,OR

A/C Reg. No. N58754

Time (Lc1) - 1550 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,CAP - CORRODED
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. FUEL SYSTEM - WATER
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - 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. - 513 3/08/82 MOUNT ANGLE,OR A/C Reg. No. N59366 Time (Lcl) - 1230 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -OTHER	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 133	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING		Other 0	0	1	0

-----Aircraft Information-----

Make/Model - HILLER UH-12E	Eng Make/Model - ALLISON 250	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	Engine Type - TURBOSHAFT	Weather Radar - NO
No. of Seats - 4	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MOUNT ANGLE,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 330/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8287
	Months Since - 23	Make/Model- 1232
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 472
		Multi-Eng - 66
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 67
		Rotorcraft - 7885

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS BEING USED ON AN EXTERNAL LOAD OPERATION. ON HIS FOURTH LOAD, THE PILOT WAS TO TRANSPORT A 1190 LB ELECTRIC PUMP AND FAN FROM THE BACK OF A PICKUP TRUCK. WHILE PREPARING TO LIFT THE LOAD, THE PILOT WAS NOT SATISFIED WITH ITS POSITION. HE RELEASED THE EXTERNAL LOAD LINE FROM THE BOTTOM OF THE HELICOPTER, MOVED THE HELICOPTER TO THE RIGHT, AND LANDED NEAR THE PICKUP TRUCK. JUST PRIOR TO LANDING, THE MAIN ROTOR BLADES STRUCK THE LOAD AND KNOCKED IT OUT OF THE TRUCK. THE GROUND HOOKUP PERSON RECEIVED MINOR INJURIES FROM FLYING DEBRIS.

Brief of Accident (Continued)

File No. - 513

3/08/82

MOUNT ANGLE,OR

A/C Reg. No. N59366

Time (Lc1) - 1230 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 521

3/12/82

ALBANY, OR

A/C Reg. No. N2935S

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 -TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360
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- 130/007 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
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

ALBANY 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)
COMMERCIAL
SE LAND

Age - 38

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 395	Last 24 Hrs - 1
Make/Model- 3	Last 30 Days- UNK/NR
Instrument- 22	Last 90 Days- 20
Multi-Eng - 58	

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PROCEEDING FROM A RESTAURANT PARKING AREA TO THE RUNWAY, THE AIRCRAFT HAD TO BE TAXIED ACROSS A BRIDGE. THE BRIDGE WAS 30 FT WIDE AND 50 FT LONG. IT HAD NO SIDE RAILS AND WAS USED TO CROSS A DRAINAGE DITCH. A SLIGHT RIGHT TURN WAS REQUIRED JUST BEFORE GOING ONTO THE BRIDGE. WHILE CROSSING THE BRIDGE, THE PLANE DRIFTED TO THE LEFT AND THE LEFT MAIN WHEEL RAN OFF OF THE BRIDGE. THE PLANE CAME TO REST ON THE BRIDGE WITH THE LEFT WING EXTENDING OVER THE DITCH. THE PILOT REPORTED THE WIND WAS FROM THE SOUTHEAST AT 7 GUSTING 15 KNOTS.

Brief of Accident (Continued)

File No. - 521

3/12/82

ALBANY,OR

A/C Reg. No. N2935S

Time (Lcl) - 1530 PST

Occurrence

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 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. - 541 3/17/82 HULEN,OR

A/C Reg. No. N5608J

Time (Lcl) - 0941 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
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 - IMC
Wind Dir/Speed- 200/009 KTS
Visibility - .250 SM
Cloud Conditions(1st) - 900 FT
Cloud Conditions(2nd) - 25000 FT
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAWTON,OK
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 73
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	918	Last 24 Hrs	-	1
Make/Model-	6		Last 30 Days-	UNK/NR	
Instrument-	6		Last 90 Days-	11	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED LAWTON, OKLAHOMA AT 0902 LOCAL TIME ON A FLIGHT TO INSPECT MINERAL PROPERTY. AT ABOUT 0931, THE PILOT CONTACTED FT. SILL APPROACH CONTROL AND REQUESTED VECTORS TO LAWTON. HE WAS INSTRUCTED TO FLY A HEADING OF 320 DEGREES. AFTER FLYING THAT HEADING FOR ABOUT SIX MILES. THE PILOT ASKED FOR AND WAS GIVEN THE FT. SILL WEATHER. SHORTLY AFTER THAT, THE AIRCRAFT ENTERED A RIGHT TURN TO A SOUTHERLY HEADING. WHEN QUERIED, THE PILOT REPLIED HE WAS IN VFR CONDITIONS AND TURNED INTENTIONALLY. EARLIER, THE RADAR CONTROLLER HAD RECEIVED REPORTS OF A SCUD LAYER SOUTHEAST OF LAWTON AND ASSUMED THE PILOT WAS VFR ON TOP. THE CONTROLLER PROVIDED A HEADING OF 260 DEGREES AND ADVISED THIS SHOULD TAKE HIM INTO A CLEAR AREA. AT 0941, THE AIRCRAFT RETURN DISAPPEARED FROM THE RADAR SCOPE. THE PLANE CRASHED SOUTHEAST OF LAWTON IN A WHEAT FIELD ON LEVEL TERRAIN. IT TRAVELED ABOUT 300 FT AFTER IMPACT. AN OBSERVER ON A RESCUE HELICOPTER REPORTED A CEILING OF 100 TO 300 FT AND VISIBILITY OF 1/4 TO 1/2 MILE.

Brief of Accident (Continued)

File No. - 541

3/17/82

HULEN,OR

A/C Reg. No. N5608J

Time (Lc1) - 0941 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
 5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

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. - 530 4/02/82 ALBANY,OR

A/C Reg. No. N2296G

Time (Lcl) - 1730 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -TAXI

Other

0

0

0

0

-----Aircraft Information-----

Make/Model - CESSNA 182

Eng Make/Model - CONTINENTAL O-470

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2250

Engine Type - RECIPROCATING-CARBURETOR

Weather Radar - UNK/NR

No. of Seats - 4

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- 160/020 KTS

Visibility - 20.0 SM

Cloud Conditions(1st) - 2000 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

INDEPENDENCE,OR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - NONE

Airport Proximity

ON AIRPORT

Airport Data

ALBANY

Runway Ident - 18

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1593

Make/Model- 413

Instrument- 65

Multi-Eng - 28

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 35

Rotorcraft - 53

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT PROCEEDED TO THE RUN-UP AREA AT THE END OF THE RUNWAY. AFTER MAKING A RUN-UP, HE ELECTED TO TAXI TO REFUEL BEFORE TAKING OFF. HE STATED THAT HE WAS MAKING A TURN WHEN A GUST OF WIND PICKED UP HIS RIGHT WING. THE AIRCRAFT THEN TURNED UNTIL IT WAS IN A QUARTERING TAILWIND DIRECTION AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 530

4/02/82

ALBANY,OR

A/C Reg. No. N2296G

Time (Lc1) - 1730 PST

Occurrence NOSE OVER
Phase of Operation TAXI

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. WEATHER CONDITION - GUSTS
 3. 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) 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. - 468 4/06/82 10 EAST OF TILLER,OR A/C Reg. No. N2114Q Time (Lcl) - 1030 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	1	0	0
Crew	0	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

Type of Operation - FERRY
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

-----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 - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC

Itinerary

Last Departure Point
SEATTLE,WA
Destination
RED BLUFF,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 230/009 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - 5000 FT SCATTERED
Cloud Conditions(2nd) - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - VFR/IFR
Type of Clearance - UNK/NR
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 - 40
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - C-177RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1533
Make/Model- 1098
Instrument- 237
Multi-Eng - 10
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLIGHT AT 13,000 FT MSL, THE ENGINE BEGAN LOSING POWER. THE AIRCRAFT WAS VECTORED TOWARD THE PROSPECT AIRPORT NEAR TILLER, OREGON. HOWEVER, ABOUT TWO MINUTES LATER, ALL ENGINE POWER WAS LOST. DURING A FORCED LANDING, THE AIRCRAFT STRUCK A DEAD CONIFEROUS TREE BESIDE A LOGGING ROAD. THE IMPACT WITH THE TREE OCCURRED AT 117 FT AGL. GROUND IMPACT OCCURRED 162 FT FROM THE TREE IN AN UPRIGHT AND RELATIVELY FLAT ATTITUDE. THE ELEVATION OF THE CRASH SITE WAS ABOUT 3000 FT MSL. NO MECHANICAL FAILURE OF THE ENGINE WAS EVIDENT. DURING EXAMINATION OF THE FUEL SYSTEM, THE RIGHT FUEL CAP WAS SECURED TO THE FUEL CELL, BUT WAS DIFFICULT TO REMOVE AND REINSTALL DUE TO BINDING AND IMPROPER SEATING. RUST WAS NOTED AROUND THE FUEL CAP AND FUEL CELL FILLER NECK, BOTH ABOVE AND BELOW OF WHERE THE RUBBER GROMMET WAS SEATED. SEVERAL PIECES OF GRANULAR ICE WERE REMOVED FROM THE RIGHT FUEL CELL. WATER WAS FOUND IN BOTH THE FUEL FILTER BOWL AND THE FUEL FLOW DISTRIBUTOR.

Brief of Accident (Continued)

File No. - 468

4/06/82

10 EAST OF TILLER,OR

A/C Reg. No. N2114Q

Time (Lcl) - 1030 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,CAP - LEAK
2. FLUID,FUEL - WATER
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. WEATHER CONDITION - TEMPERATURE EXTREMES
5. FLUID,FUEL - ICE

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. WEATHER CONDITION - CLOUDS
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. OBJECT - TREE(S)
9. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,9

Factor(s) relating to this accident is/are finding(s) 6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 417 4/25/82 S. OF ECHO,OR A/C Reg. No. N4897 Time (Lcl) - 1130 PDT

-----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
Flight Conducted Under	-14 CFR 137	NONE		Pass	0	0	0
Accident Occurred During	-LANDING			Other	0	0	0

-----Aircraft Information-----

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P & W R1340-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6075	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	
Wind Dir/Speed	- 110/003 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 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	- VISUAL STRAIGHT-IN
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total	- 9999
SE LAND,ME LAND	Months Since - 7	Make/Model	- 4000
	Aircraft Type - C-320	Instrument	- 500
		Multi-Eng	- 4000
		Last 24 Hrs	- 6
		Last 30 Days	- 75
		Last 90 Days	- 225

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A SPRAY RUN THE PILOT EXPERIENCED A POWER LOSS. AFTER PULLING UP TO 100 FEET AGL AND TURNING 90 DEGREES THE ENGINE CEASED TO OPERATE. THE PILOT COMPLETED A FORCED LANDING IN A NEARBY SOFT WHEAT FIELD AND AFTER ROLLING APPROXIMATELY 300 FEET THE AIRCRAFT BECAME INVERTED. INSPECTION OF THE ENGINE REVEALED THAT THE NUMBER 6 CYLINDER HAD SEPARATED WHERE IT ATTACHES TO THE CYLINDER HEAD AND IN THE AREA OF AN OLD CRACK.

Brief of Accident (Continued)

File No. - 417

4/25/82

S. OF ECHO,OR

A/C Reg. No. N4897

Time (Lcl) - 1130 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - CRACKED

2. ENGINE ASSEMBLY,CYLINDER - FATIGUE

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 418

5/02/82

SUNRIVER,OR

A/C Reg. No. N4518U

Time (Lcl) - 1230 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
	Pass	0	0	0	3
	Other	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/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- 310/008 KTS
Visibility - 35.0 SM

Cloud Conditions(1st) - 12000 FT BROKEN
Cloud Conditions(2nd) - 20000 FT SCATTERED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DALLES,OR
Destination
MEDFORD,OR

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - UNK/NR
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

SUNRIVER AIRPORT
Runway Ident - 18
Runway Lth/Wid - 4500/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 72	Last 24 Hrs -	3
Make/Model-	13	Last 30 Days-	16
Instrument-	1	Last 90 Days-	36

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TERMINATING HIS FIRST APPROACH IN A GO-AROUND THE PILOT COMMENCED A SECOND APPROACH. JUST BEFORE TOUCHDOWN THE PILOT STATED THAT A GUST OF WIND SHOVED THE PLANE TO THE LEFT. THE PILOT ATTEMPTED TO ABORT THE LANDING BY ADDING FULL POWER BUT THE AIRCRAFT DEPARTED THE RUNWAY AND PASSED THROUGH A BARBED WIRE FENCE. WITNESSES REPORTED A CROSSWIND WITH GUSTS TO 15 KNOTS. THEY ALSO REPORTED SEEING THE TAIL OF THE AIRCRAFT STRIKE THE RUNWAY DURING A PORPOISING MANEUVER.

Brief of Accident (Continued)

File No. - 418

5/02/82

SUNRIVER,OR

A/C Reg. No. N4518U

Time (Lc1) - 1230 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. ABORTED LANDING - DELAYED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - FENCE
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 423 5/05/82 GRANDE RONDE,OR A/C Reg. No. N6701F Time (Lcl) - 1800 PDT

-----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 150F	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/010 KTS</p> <p>Visibility - 30.0 SM</p> <p>Cloud Conditions(1st) - UNK/NR</p> <p>Cloud Conditions(2nd) - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Approach Flown - VISUAL FULL CIRCUIT</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">ANDERSON'S</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 1400-N/A</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 56</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - N/A</p> <p style="padding-left: 20px;">Months Since - N/A</p> <p style="padding-left: 20px;">Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 57</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 57</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 8</td> </tr> </table>	Total - 57	Last 24 Hrs - 0	Make/Model- 57	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 8
Total - 57	Last 24 Hrs - 0							
Make/Model- 57	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- 8							

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT ON LANDING APPROACH THE SUN WAS IN HIS EYES. THE LANDING OCCURRED ABOUT 50 FEET SHORT OF THE RUNWAY THRESHOLD WHEN THE TAIL COLLIDED WITH A FENCE POST AND THE NOSE WHEEL CONTACTED A DITCH.

Brief of Accident (Continued)

File No. - 423

5/05/82

GRANDE RONDE,OR

A/C Reg. No. N6701F

Time (Lcl) - 1800 PDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - FENCE
6. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 421 5/16/82 JORDAN VALLEY,OR

A/C Reg. No. N64227

Time (Lc1) - 0840 MDT

-----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 180K
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
No. of Seats - 6

Eng Make/Model - CONTINENTAL O-470-U
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/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- 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
BOISE,OR
Destination
JORDAN VALLEY,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - VISUAL FULL CIRCUIT

Airport Proximity
ON AIRPORT

Airport Data

PINNACLE RANCH
Runway Ident - 18
Runway Lth/Wid - 2200/ 50
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 42

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 730	Last 24 Hrs	- 3
Make/Model-	260	Last 30 Days-	UNK/NR
Instrument-	78	Last 90 Days-	15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LANDED 1/3 OF THE WAY DOWN THE RUNWAY AND CONTINUED OFF THE END INTO A FENCE. THE PILOT STATED THAT THE WET SOD RUNWAY SURFACE HINDERED ADEQUATE BRAKING.

Brief of Accident (Continued)

File No. - 421

5/16/82

JORDAN VALLEY,OR

A/C Reg. No. N64227

Time (Lc1) - 0840 MDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 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) 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. - 403 2/24/82 DOYLESTOWN, PA A/C Reg. No. N1EU Time (Lcl) - 2200 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1
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 310Q
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470VO
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - SELF
Basic Weather - VMC
Wind Dir/Speed- 080/007 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 3800 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - FREEZING DRIZZLE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
ERIE, PA
Destination
DOYLESTOWN, PA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

DOYLESTOWN
Runway Ident - 05
Runway Lth/Wid - 3000/ 50
Runway Surface - ASPHALT
Runway Status - ICE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2421
Make/Model- 110
Instrument- 300
Multi-Eng - 119
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 46

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DESCENDING ICE BEGAN TO ACCUMULATE ON THE WINDSHIELD AND LEADING EDGES OF THE WINGS. THE PILOT STATED THAT THE WINDSHIELD WAS COVERED WITH 1/2 TO 3/4 INCH OF ICE BUT HE WAS ABLE TO CLEAR A SMALL STRIP LARGE ENOUGH FOR HIM TO SEE OUT. UPON REDUCING POWER FOR FLARE/TOUCHDOWN THE AIRCRAFT DROPPED HARD ON ALL THREE WHEELS. THE RIGHT WING OUTBOARD OF THE ENGINE NACELLE BUCKLED DOWNWARD UNTIL THE RIGHT TIP TANK STRUCK THE RUNWAY AND WAS DRAGGED ALONG THE GROUND. THE PILOT COULD NOT MAINTAIN DIRECTIONAL CONTROL AND THE AIRPLANE CAME TO REST AGAINST THE CURB OF AN AIRPORT SERVICE ROAD.

Brief of Accident (Continued)

File No. - 403

2/24/82

DOYLESTOWN, PA

A/C Reg. No. N1EU

Time (Lcl) - 2200 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - ICING CONDITIONS
3. FLIGHT CONTROL SURFACES/ATTACHMENTS - ICE
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
5. OBJECT - OBJECT
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 414 4/07/82 PITTSBURGH, PA A/C Reg. No. N80390 Time (Lcl) - 1425 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-BUSINESS	Fire		Crew	0	0	0	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 310	Eng Make/Model	- CONTINENTAL IO-470-VO	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP - FUEL INJECTED	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	- UNK/NR	SAME AS ACC/INC	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	LATROBE, PA	ALLEGHENY
Wind Dir/Speed	- 300/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 31
Cloud Conditions(1st)	- 4500 FT SCATTERED	- VFR	Runway Lth/Wid
Cloud Conditions(2nd)	- NONE	Type of Clearance	- 3825/ 100
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Approach Flown	- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status
			- DRY

-----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, CFI	Current - YES	Total	- 3400
SE LAND, ME LAND	Months Since - 6	Make/Model	- 188
HELICOPTER	Aircraft Type - C-500	Instrument	- 520
		Multi-Eng	- 2200
		Last 24 Hrs	- 10
		Last 30 Days	- UNK/NR
		Last 90 Days	- 67
		Rotorcraft	- 950

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF A LOUD BANG WAS HEARD DURING GEAR RETRACTION. A FLY BY THE TOWER CONFIRMED THAT THE NOSE GEAR WAS NOT IN THE LOCKED POSITION AND ALL ATTEMPTS TO LOCK IT FAILED. TOUCHDOWN WAS MADE ON THE MAIN LANDING GEAR AND AFTER THE AIRSPEED DISSIPATED TO APPROXIMATELY 40 MPH THE NOSE SETTLED TO THE RUNWAY. THE AIRCRAFT SLID FOR APPROXIMATELY 150 FEET. THE AIRCRAFT HEATER HAD BEEN REMOVED FROM THE AIRCRAFT FOR OVERHAUL. IN ORDER TO FACILITATE THE REMOVAL OF THE HEATER, THE NOSE GEAR DOOR LINKAGES WERE DISCONNECTED. WHEN REINSTALLING THE LINKAGE TO THE LEFT GEAR DOOR, THE CLEVIS PIN WAS INSERTED THROUGH THE LINKAGE FORK, BUT NOT THROUGH THE CENTER HINGE EYEBOLT. THIS CAUSED THE LEFT NOSE GEAR DOOR TO CLOSE PRIOR TO THE NOSE GEAR ENTERING THE WHEEL WELL RESULTING IN THE RETRACTION LINKAGE TO PULL AWAY FROM THE ATTACHMENT POINTS.

Brief of Accident (Continued)

File No. - 414

4/07/82

PITTSBURGH, PA

A/C Reg. No. N8039Q

Time (Lcl) - 1425 EST

Occurrence NOSE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. DOOR, LANDING GEAR - IMPROPER
2. MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PSNL
3. LANDING GEAR, NOSE GEAR ASSEMBLY - BLOCKED (PARTIAL)

-----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. - 590

4/10/82

ALLENTOWN, PA

A/C Reg. No. N2531U

Time (Lcl) - 1315 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	2
Other 0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
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- 270/015 KTS
Visibility - 12.0 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
ON AIRPORT

Airport Data

QUEEN CITY
Runway Ident - 25
Runway Lth/Wid - 3950/ 159
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

Age - 35

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 281	Last 24 Hrs - 0
Make/Model- 84	Last 30 Days- UNK/NR
Instrument- 81	Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FINAL APPROACH THE LANDING GEAR COLLIDED WITH A SNOWBANK AND THE AIRCRAFT SKIDDED ON ITS NOSE AND MAIN LANDING GEAR, COMING TO REST APPROXIMATELY 30-50 YARDS FROM THE APPROACH END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 590

4/10/82

ALLENTOWN,PA

A/C Reg. No. N2531U

Time (Lc1) - 1315 EST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND

2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - SNOWBANK

4. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 455 4/14/82 FACTORYVILLE, PA A/C Reg. No. N8933K Time (Lcl) - 1415 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - STINSON 108-1	Eng Make/Model - FRANKLIN 6A4-150B3	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2078	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 4	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SEAMANS
Wind Dir/Speed- 330/015 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 100
Cloud Conditions(1st) - 3000 FT SCATTERED	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 - 60	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 196
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 107
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING LANDINGS IN GUSTY WIND CONDITIONS. HE REPORTED THAT THE FIRST LANDING WAS UNEVENTFUL, BUT THE SECOND LANDING WAS ABORTED DUE TO GUSTY TURBULENCE. HE STATED THAT THE THIRD LANDING WAS MADE IN RELATIVELY CALM WIND CONDITIONS UNTIL JUST AFTER TOUCHDOWN WHEN LEFT QUARTERING GUSTS CAUSED THE PLANE TO WEATHERVANE. THE AIRCRAFT WENT OFF OF THE RUNWAY AND NOSED OVER IN DEEP MUD. THE WIND WAS GUSTING TO 25 KNOTS.

Brief of Accident (Continued)

File No. - 455

4/14/82

FACTORYVILLE, PA

A/C Reg. No. N8933K

Time (Lcl) - 1415 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - CROSSWIND
 2. OBJECT - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - WET
 5. 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) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 459 4/18/82 BUTLER, PA A/C Reg. No. N49942 Time (Lc1) - 1830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	SUBSTANTIAL				
Type of Operation - INSTRUCTIONAL - DUAL	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 91	NONE	Pass		Serious	Minor
Accident Occurred During -APPROACH		Other			None
			0	0	0
			0	0	2
			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - FAIRCHILD PT-19	Eng Make/Model - RANGER 6-440-C2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BUTLER CO.
Wind Dir/Speed- 250/010 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Cloud Conditions(1st) - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - NONE	Type Approach Flown - CONTACT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 77	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 6857
SE LAND,ME LAND,SE SEA	Months Since - 20	Make/Model- 103
	Aircraft Type - UNK/NR	Instrument- 498
		Multi-Eng - 39
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 21
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT WAS FLYING WITH THE OWNER OF THE AIRCRAFT TO HELP HIM GET ACQUAINTED WITH HIS PLANE. WHILE ON FINAL APPROACH, THE OWNER LET THE AIRCRAFT GET LOW. HE CORRECTED BY ADDING POWER, BUT REPORTEDLY RAISED THE NOSE BEYOND THE STALL ANGLE. THE AIRCRAFT STALLED, AND DURING RECOVER, IT CONTACTED THE GROUND WITH ENOUGH FORCE TO DAMAGE THE PLANE. THE INSTRUCTOR REPORTED THE WIND WAS GUSTING TO 25 KNOTS.

Brief of Accident (Continued)

File No. - 459

4/18/82

BUTLER, PA

A/C Reg. No. N49942

Time (Lc1) - 1830 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 461 2/22/82 WESTERLY,RI A/C Reg. No. N5358J Time (Lc1) - 1915 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	5
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 421C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7450
No. of Seats - 8

Eng Make/Model - CONTINENTAL GTSIO-520L
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 375 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - SELF
Basic Weather - VMC
Wind Dir/Speed- 040/004 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - 8000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

Destination

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

WESTERLY STATE
Runway Ident - 07
Runway Lth/Wid - 4000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3324 Last 24 Hrs - UNK/NR
Make/Model- 674 Last 30 Days- UNK/NR
Instrument- 250 Last 90 Days- 36
Multi-Eng - 2570

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT TOUCHED DOWN HARD DURING A NIGHT LANDING AFTER THE PILOT ENCOUNTERED ICING CONDITIONS IN FLIGHT. SEVERAL WITNESSES REPORTED THAT THE AIRCRAFT HAD 1/2 TO 3/4 INCH OF ICE ON THE LEADING EDGES OF THE WINGS AND VERTICLE STABILIZER. THE GROSS LANDING WEIGHT OF THE AIRCRAFT WAS ESTIMATED TO BE 7519 LBS WITH THE CENTER-OF-GRAVITY NEAR THE FORWARD LIMIT. THE MAXIMUM CERTIFICATED LANDING WEIGHT WAS 7200 LBS.

Brief of Accident (Continued)

File No. - 461

2/22/82

WESTERLY, RI

A/C Reg. No. N5358J

Time (Lc1) - 1915 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. WING - ICE
3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
4. LIGHT CONDITION - DARK NIGHT
5. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
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. - 567 1/29/82 DARLINGTON, SC A/C Reg. No. N1434Q Time (Lcl) - 1615 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 0	0	0	0
Other 0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

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-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/004 KTS
Visibility - 7.0 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

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 - 58
Biennial Flight Review
Current - NO
Months Since - 26
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total - 1304	Last 24 Hrs - 0
Make/Model- 74	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE AIRCRAFT PERFORMING AEROBATIC TYPE OF MANUEVERS BEFORE ENTERING A SPIN AND CRASHING INTO A FIELD. ALTHOUGH THE PILOT WAS KNOWN NEVER TO DRINK ALCOHOLIC BEVERAGES BEFORE FLYING, THE PILOT'S BLOOD ALCOHOL LEVEL WAS 266MG/DL.

Brief of Accident (Continued)

File No. - 567

1/29/82

DARLINGTON, SC

A/C Reg. No. N1434Q

Time (Lcl) - 1615 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. BUZZING - INTENTIONAL - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER DECISION, EMOTIONAL REACTION - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 438

4/15/82

CLEMSON, SC

A/C Reg. No. N757OL

Time (Lcl) - 1135 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	6
Other 0	0	0	0

Type of Operation -EXECUTIVE

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

Fire NONE
Crew
Pass
Other

-----Aircraft Information-----

Make/Model - PIPER PA-31

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 6500

No. of Seats - 7

Eng Make/Model - LYCOMING TIO-540-J2BD

Number Engines - 2

Engine Type - RECIP - FUEL INJECTED

Rated Power - 350 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 070/005 KTS

Visibility - 10.0 SM

Cloud Conditions(1st) - 4000 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CLEMSON, SC

Destination

ROCKY MOUNT, NC

Airport Proximity

ON AIRPORT

Airport Data

CLEMSON-OCONEE COUNTY

Runway Ident - 25

Runway Lth/Wid - 3000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR

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 - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 16400

Make/Model- 1375

Instrument- 3350

Multi-Eng - 12000

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 85

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE PREFLIGHT INSPECTION THE PILOT NOTICED THE HYDRAULICALLY OPERATED INBOARD MAIN LANDING GEAR DOORS WERE OPEN. ALTHOUGH REALIZING THAT THEY SHOULD BE CLOSED WHEN THE LANDING GEAR ARE FULLY EXTENDED, HE PUMPED THE DOORS UP AND TAXIED FOR TAKEOFF. SHORTLY AFTER HE RECEIVED A CALL ON UNICOM THAT THE GEAR DOORS WERE DOWN. HE TAXIED INTO POSITION ON THR RUNWAY, WHERE THE LEFT MAIN GEAR COLLAPSED. THE PILOT HAD TAPED THE UNSAFE-GEAR LIGHTS IN THE COCKPIT FOR NIGHT OPERATION.

Brief of Accident (Continued)

File No. - 438

4/15/82

CLEMSON, SC

A/C Reg. No. N7570L

Time (Lc1) - 1135 EST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
 2. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 524 4/16/82 COLUMBIA, SC A/C Reg. No. N82013 Time (Lcl) - 1930 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-34-200J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 7

Eng Make/Model - CONTINENTAL TS10-360ED
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 50.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point
GREENVILLE, SC
Destination
COLUMBIA, SC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

COL. METRO
Runway Ident - 11
Runway Lth/Wid - 7551 -UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1450 Last 24 Hrs - 1
Make/Model- 650 Last 30 Days- UNK/NR
Instrument- 319 Last 90 Days- 142
Multi-Eng - 836

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING AT NIGHT, THE PILOT WAS CLEARED TO A PARKING AREA. A LINEMAN WITH WANDS RESPONDED TO ASSIST. WHILE ATTEMPTING TO FOLLOW THE SIGNALS FROM THE LINEMAN, THE PILOT TAXIED INTO ANOTHER AIRCRAFT.

Brief of Accident (Continued)

File No. - 524

4/16/82

COLUMBIA, SC

A/C Reg. No. N82013

Time (Lcl) - 1930 EST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. INTERPRETATION OF INSTRUCTIONS - IMPROPER - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. COMMUNICATIONS/INFORMATION/ATC - INADEQUATE - GROUND PERSONNEL
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

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 494 10/03/82 PIEDMONT, SC A/C Reg. No. N70014 Time (Lcl) - 1550 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - EAGLE C-7
Landing Gear - N/A
Max Gross Wt - 931
No. of Seats - 3

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 - 120/004 KTS
Visibility - 4.0 SM
Cloud Conditions(1st) - 5000 FT
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PIEDMONT, SC
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)

Age - 28
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	31
Make/Model	31
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

FREE BALLOON

Instrument Rating(s) - NONE

-----Narrative-----

BALLOON WAS INFLATED WITH DIFFICULTY BECAUSE OF GUSTY WINDS. BALLOON DID NOT HAVE A SKIRT. DURING THE FLIGHT WHICH ENDED IN THE ACCIDENT THE BALLOON SEEMED TO HAVE TROUBLE AND DURING THE FINAL MOMENTS IT WAS IN A DESCENT WHICH ENDED WITH THE ENVELOPE AS A STREAMER UNTIL CONTACT WITH WIRES.

Brief of Accident (Continued)

File No. - 494

10/03/82

PIEDMONT, SC

A/C Reg. No. N70014

Time (Lc1) - 1550 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
4. WEATHER CONDITION - UNFAVORABLE WIND
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
6. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. OBJECT - WIRE, TRANSMISSION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 504 2/08/82 NASHVILLE, TN A/C Reg. No. N9479M Time (Lc1) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/NO
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 - 265 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- CALM</p> <p>Visibility - 10.0 SM</p> <p>Cloud Conditions(1st) - 3500 FT SCATTERED</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 PORTLAND, TN</p> <p>Destination NASHVILLE, TN</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 OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 233
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 157
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ENTERING A LONG FINAL APPROACH FOR LANDING, THE ENGINE LOST POWER. WHILE ATTEMPTING TO RESTART THE ENGINE, THE PILOT NOTED THAT HE HAD NOT PREVIOUSLY TURNED ON THE CARBURETOR HEAT. HE WAS UNABLE TO START THE ENGINE AND MANEUVERED THE PLANE TO LAND IN A PARKING LOT. BEFORE TOUCHDOWN, THE PLANE STRUCK THE TOPS OF TREES AS THE PILOT WAS AVOIDING POWERLINES BY CROSSING BELOW. HE WAS UNABLE TO STOP ON THE PARKING LOT. THE PLANE STRUCK TREES AND A FENCE ON THE FAR SIDE OF THE LOT. AN INVESTIGATION REVEALED THAT THE TEMPERATURE AND DEW POINT AT 2000 FT WERE ABOUT 32 DEGREES. ABOVE AND BELOW THAT ALTITUDE, THE TEMPERATURE INCREASED TO ABOUT 42 TO 45 DEGREES. DURING AN OPERATIONAL CHECK OF THE ENGINE, IT WOULD NOT START UNTIL THE CARBURETOR WAS DRAINED TO CHECK FOR WATER. ABOUT 1 1/2 OZ OF AN UNKNOWN SUBSTANCE, HEAVIER THEN FUEL, WAS DRAINED FROM THE CARBURETOR. THE PLANE HAD BEEN FLOWN 5.3 HRS SINCE THE LAST REFUELING ON 11/8/81. NEARLY ONE QUART OF WATER WAS DRAINED DURING THE PREFLIGHT.

Brief of Accident (Continued)

File No. - 504

2/08/82

NASHVILLE, TN

A/C Reg. No. N9479M

Time (Lc1) - 1500 CST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. UNDETERMINED
2. FLUID, FUEL - WATER
3. AIRCRAFT PREFLIGHT - PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
5. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. OBJECT - TREE(S)

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

8. OBJECT - OPEN FIELD
9. 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) 6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 516 3/11/82 NASHVILLE, TN A/C Reg. No. N303RM Time (Lcl) - 0040 CST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage	Injuries			
	ON-DEMAND AIR TAXI	MINOR	Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass 0	0	0	0
Accident Occurred During	-TAXI		Other 0	0	0	1

-----Aircraft Information-----

Make/Model	- BEECH 95-55	Eng Make/Model	- CONTINENTAL IO-470	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5100	Engine Type	- RECIP - FUEL INJECTED	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	UNK/NR	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CHICAGO, IL	NASHVILLE METRO
Wind Dir/Speed - 160/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.5 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 250 FT BROKEN	Type of Clearance - NONE	Runway Surface - N/A
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - N/A
Obstructions to Vision - UNK/NR		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model - UNK/NR
		Last 30 Days - UNK/NR
		Instrument - UNK/NR
		Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A CESSNA 310, N5253J AT NIGHT AFTER BOTH PLANES HAD BEEN CLEARED TO THE SAME RUNWAY. THE OTHER PILOT STATED THAT THE BEECH 95-55 WAS TAXIING WITHOUT LIGHTS. REPORTEDLY, THE CESSNA PILOT DID NOT SEE THE BEECH 95-55 APPROACHING FROM HIS LEFT UNTIL JUST PRIOR TO THE COLLISION.

Brief of Accident (Continued)

File No. - 516

3/11/82

NASHVILLE, TN

A/C Reg. No. N303RM

Time (Lcl) - 0040 CST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 538 3/20/82 GREENFIELD, TN

A/C Reg. No. N737QS

Time (Lcl) - 1540 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-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- 220/010 KTS
Visibility - 10.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MONROE, LA
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)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 41

Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 680	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 70	Last 90 Days- UNK/NR
Multi-Eng - 75	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES REPORTED THAT THE AIRCRAFT CRASHED AFTER THE PILOT HAD BEEN MAKING LOW PASSES FOR ABOUT 15 TO 30 MINUTES. IN THE VICINITY OF A 30 FT POLE, THE PILOT MADE A RIGHT TURN AND THE AIRCRAFT STRUCK THE TOP OF A 45 FT TREE. THE AIRCRAFT CONTINUED OVER A SMALL WOODED AREA AND STRUCK THE TOP OF A 60 FT TREE, THEN CRASHED IN A CLEARING. ALL OF THE WITNESSES REPORTED THAT THE ENGINE SOUNDED NORMAL PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 538

3/20/82

GREENFIELD, TN

A/C Reg. No. N737QS

Time (Lcl) - 1540 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. BUZZING - PERFORMED - PILOT IN COMMAND
 3. OBJECT - TREE(S)
 4. 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) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 558 1/07/82 LARELO, TX A/C Reg. No. N1698M Time (Lcl) - 0045 CST

-----Basic Information-----

Type Operating Certificate-OPERATING CERTIFICATE	Aircraft Damage	Injuries			
CORPORATE (14 CFR 125)	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,INTL,CARGO	Fire	Crew 0	0	0	3
Flight Conducted Under -14 CFR 125	ON GROUND	Pass 0	0	0	0
Accident Occurred During -STANDING		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CURTIS C46	Eng Make/Model - P&W R-2350	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL RETRACT	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 4800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - UNK/NR
No. of Seats - 69	Rated Power - 2500 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	TAMPICO, MEXICO	LAREDO INTL
Wind Dir/Speed- 030/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 0.0	Type of Flight Plan - UNK/NR	Runway Lth/Wid - UNK/NR
Cloud Conditions(1st) - NONE	Type of Clearance - UNK/NR	Runway Surface - UNK/NR
Cloud Conditions(2nd) - NONE	Type Approach Flown - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 14553
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 7800
		Last 30 Days- UNK/NR
		Instrument- 1063
		Last 90 Days- 121
		Multi-Eng - 8893

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PERFORMING THE EXTERIOR INSPECTION THE PILOT NOTED THAT FUEL WAS DRIPPING FROM BOTH WINGS INBOARD OF THE FUEL TANKS AT THE REAR ATTACH ANGLE FAIRING PLATES. JUST AFTER STARTING THE RIGHT ENGINE AN EXPLOSION OCCURRED IN THE RIGHT WING. THE CREW SHUT DOWN THE ENGINE AND WHILE DEPARTING THE AIRCRAFT THE LEFT WING EXPLODED. EXAMINATION REVEALED BOTH THE RIGHT FRONT AND REAR FUEL TANK FILLER NECKS WERE LOOSE AND COULD BE TURNED BY HAND. THE FILLER NECK WASHER WAS CORRODED AND FILLER NECK SCUPPER WAS CRACKED.

Brief of Accident (Continued)

File No. - 558

1/07/82

LARELO, TX

A/C Reg. No. N1698M

Time (Lc1) - 0045 CST

Occurrence EXPLOSION
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. FUEL SYSTEM, TANK - LOOSE
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. FUEL SYSTEM, TANK - CORRODED
 4. MAINTENANCE - POOR - COMPANY MAINTENANCE PSNL
 5. FUEL SYSTEM, TANK - CRACKED
 6. FUEL SYSTEM, TANK - LEAK
-

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 552 1/17/82 PORT MANSFIELD, TX A/C Reg. No. N9181Y Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - OTHER
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Aircraft Damage

DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-31
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540A2C
Number Engines - 2
Engine Type - RECIP - FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/008 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 1200 FT BROKEN
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
Destination
PORT MANSFIELD, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - CONTACT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PORT MANSFIELD
Runway Ident - 12
Runway Lth/Wid - 3222/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, SE SEA, ME LAND

Age - 33

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3200	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED AND BURNED ABOUT 1/2 MILE FROM THE APPROACH END OF RUNWAY 12. A WITNESS REPORTED THAT "THE PLANE JUST FELL" WHILE THE PILOT WAS MAKING A SHARP TURN. AN ESTIMATED 1500 LBS OF MARIJUANA WAS ON BOARD.

Brief of Accident (Continued)

File No. - 552

1/17/82

PORT MANSFIELD, TX

A/C Reg. No. N9181Y

Time (Lcl) - 1500 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 549

1/23/82

SAGINAW, TX

A/C Reg. No. N7219S

Time (Lcl) - 1815 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	1	0	0
	Pass	0	0	0	0
	Other	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150H
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/YES
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 6.0 SM
Cloud Conditions(1st) - 6500 FT BROKEN
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - RAIN SHOWER
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
ON AIRPORT

Airport Data

OLIVER FARMS
Runway Ident - 35
Runway Lth/Wid - 2400/ 300
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 68

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	2070	Last 24 Hrs -	0
Make/Model-	270	Last 30 Days-	UNK/NR	
Instrument-	300	Last 90 Days-	29	

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF ROLL, THE PILOT HEARD A NOISE THAT WAS FOLLOWED BY A VIBRATION AT LIFT-OFF. REPORTEDLY, THE FLIGHT CONTROLS DID NOT RESPOND PROPERLY WHILE THE AIRCRAFT WAS IN FLIGHT. THE PILOT RETURNED FOR LANDING AND HELD THE NOSE GEAR OFF AS LONG AS POSSIBLE. WHEN THE NOSE GEAR TOUCHED DOWN, THE AIRCRAFT VEERED SHARPLY TO THE RIGHT. THE AIRCRAFT CONTINUED OFF OF THE RUNWAY, HIT A FENCE, AND OVERTURNED. AN INVESTIGATION REVEALED THE CLAMP BOLT THAT SECURES THE LOWER END OF THE NOSE GEAR STRUT TO THE NOSE GEAR WAS MISSING. THE BOLT HOLE WAS UNDAMAGED AND THE BOLT WAS NOT FOUND. THERE WAS NO INDICATION THAT THE BOLT WAS SHEARED DURING THE CRASH.

Brief of Accident (Continued)

File No. - 549

1/23/82

SAGINAW, TX

A/C Reg. No. N7219S

Time (Lc1) - 1815 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - UNDETERMINED
2. LANDING GEAR, NOSE GEAR ASSEMBLY - VIBRATION

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - FENCE

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 503 2/01/82 HITCHCOCK, TX A/C Reg. No. N213EH Time (Lcl) - 2032 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-FERRY	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	0	1	0	0
Accident Occurred During	-LANDING	ON GROUND	Crew	0	0	0
			Pass	0	0	0
			Other	0	0	0

-----Aircraft Information-----

Make/Model	- AEROSPATIALE SA-360C	Eng Make/Model	- TURBOMECA ASTA20WV111	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 4900	Engine Type	- TURBOSHAFT	Weather Radar	- NO
No. of Seats	- 6	Rated Power	- 615 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	HELIPAD
Wind Dir/Speed	ATC/Airspace	Runway Ident
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
HAZE	Type Approach Flown	Runway Status
Precipitation	- CONTACT	- N/A
Condition of Light		
- NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current	- YES	Total - 6300
SE LAND, ME LAND, SE SEA	Months Since	- 1	Make/Model - 90
HELICOPTER	Aircraft Type	- UNK/NR	Instrument - 395
GLIDER			Multi-Eng - 250
			Last 24 Hrs - 4
			Last 30 Days - UNK/NR
			Last 90 Days - 109
			Rotorcraft - 4495

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A RETURN FLIGHT FROM AN OFFSHORE PLATFORM, THE PILOT ENCOUNTERED STRONG HEADWINDS AND ELECTED TO LAND AT LAKE JACKSON, TEXAS FOR FUEL. HE LACKED A PROPER MODE OF PAYMENT; THEREFORE, HE WAS UNABLE TO PURCHASE FUEL. HE DEPARTED FOR GALVESTON, TEXAS WITH 100 KG OF FUEL REMAINING. WHILE EN ROUTE, HE LANDED NEAR HITCHCOCK, TEXAS WITH A LOW FUEL STATE. THE PILOT LEARNED OF FUEL FACILITIES ABOUT 1 1/2 MILES AWAY AND DEPARTED WITHOUT PASSENGERS WITH ABOUT 25 KG OF FUEL ON BOARD. WHILE EN ROUTE, THE ENGINE LOST POWER AND THE HELICOPTER STRUCK POWERLINES DURING A FORCED LANDING AT NIGHT.

Brief of Accident (Continued)

File No. - 503

2/01/82

HITCHCOCK, TX

A/C Reg. No. N213EH

Time (Lc1) - 2032 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
 4. OBJECT - WIRE, TRANSMISSION
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 505 2/08/82 SANDERSON, TX

A/C Reg. No. N2887Z

Time (Lcl) - 1650 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 0	0	0	0
Other 0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew 1
Pass 0
Other 0

-----Aircraft Information-----

Make/Model - PIPER PA-18A-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 1

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR
Weather Radar - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/023 KTS
Visibility - 25.0 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
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

PRIVATE STRIP
Runway Ident - 27
Runway Lth/Wid - 1585-N/A
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
NONE

Age - 35

Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS THE OWNER AND OPERATOR OF THE AIRCRAFT. A SEARCH OF THE FAA AIRMAN AND MEDICAL RECORDS REVEALED NO INDICATION OF A PREVIOUS RATING. DURING TAKEOFF, THE PLANE WAS OBSERVED TO CLIMB TO ABOUT 200 TO 300 FT AGL, THEN NOSE DOWN AND CRASH. THERE WAS NO SIGNIFICANT MOVEMENT AFTER IMPACT. AN INVESTIGATION REVEALED NO EVIDENCE OF A PREEXISTING MALFUNCTION OR FAILURE OF THE AIRFRAME OR ENGINE. THE SHERIFF'S DEPARTMENT REPORTED GUSTY WINDS FROM THE NORTHWEST.

Brief of Accident (Continued)

File No. - 505

2/08/82

SANDERSON, TX

A/C Reg. No. N2887Z

Time (Lcl) - 1650 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. WEATHER CONDITION - GUSTS
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 502

2/09/82

CIBOLD, TX

A/C Reg. No. N7148N

Time (Lcl) - 1810 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Aircraft Damage
DESTROYED

Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH V35A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP - FUEL INJECTED
Rated Power - 280 LBS THRUST

ELT Installed/Activated - YES/YES
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- 010/010 KTS
Visibility - 15.0 SM
Cloud Conditions(1st) - 25000 FT SCATTERED
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

KARDYS
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 - 49

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1938	Last 24 Hrs	- 0
Make/Model	- 131	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 8
Multi-Eng	- 135		

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE STARTING THE FLIGHT, THE PILOT WAS INVOLVED IN AN AUTOMOBILE ACCIDENT. HE CALLED AN EMPLOYEE AND ASKED TO BE PICKED UP. THE EMPLOYEE REPORTED THAT THE PILOT WAS DRINKING WHEN HE ARRIVED. THE PILOT INSISTED ON GOING TO THE AIRPORT TO GET KEYS FROM HIS AIRCRAFT. AFTER ARRIVING, THE PILOT INSISTED THAT THEY GO FOR A FLIGHT. THE EMPLOYEE DECLINED, BUT WAS UNABLE TO PREVENT THE PILOT FROM DEPARTING. THE PILOT TOOKOFF AT DUSK. ABOUT TWO OR THREE MINUTES LATER, THE PLANE STRUCK ELECTRICAL TRANSMISSION LINES WHILE MANEUVERING. A TOXICOLOGY CHECK REVEALED THE PILOT'S BLOOD/ALCOHOL LEVEL WAS 326 MG PERCENT.

Brief of Accident (Continued)

File No. - 502

2/09/82

CIBOLO, TX

A/C Reg. No. N7148N

Time (Lc1) - 1810 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - DUSK
 2. OBJECT - WIRE, TRANSMISSION
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. IMPROPER DECISION, INCAPACITATION (ALCOHOL) - PILOT IN COMMAND
 5. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 493

2/11/82

BRENNHAM, TX

A/C Reg. No. N6894L

Time (Lcl) - 1545 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPR PA-60-602P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 12500
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-AA1A5
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
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
SAME AS ACC/INC
Destination
ADDISON, TX

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BRENNHAM MUNICIPAL
Runway Ident - 16
Runway Lth/Wid - 4000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 56
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4000
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT DURING ENTIRE ROLL AND INITIAL CLIMB AFTER TAKEOFF HAD AN UNUSUALLY NOSE HIGH ATTITUDE. AIRCRAFT CLIMBED TO ABOUT 200 FEET AGL THEN APPEARED TO STALL AND FALL OFF ON LEFT WING. INVESTIGATION DID NOT REVEAL ANY REASON FOR THE UNUSUAL ATTITUDE.

Brief of Accident (Continued)

File No. - 493

2/11/82

BRENNHAM, TX

A/C Reg. No. N6894L

Time (Lcl) - 1545 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
 3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
 4. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 507 2/20/82 SAINT JO, TX

A/C Reg. No. N3802E

Time (Lcl) - 1045 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

		Injuries			
		Fatal	Serious	Minor	None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

Other

0

0

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-36-375

Eng Make/Model - LYCOMING IO-720

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 3900

Engine Type - RECIP - FUEL INJECTED

Weather Radar - NO

No. of Seats - 1

Rated Power - 375 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Itinerary

Last Departure Point

Airport Proximity

OFF AIRPORT/STRIP

Method - N/A

SAME AS ACC/INC

Completeness - N/A

Destination

Airport Data

Basic Weather - VMC

LOCAL

HARRIS STRIP

Wind Dir/Speed- 230/005 KTS

ATC/Airspace

Runway Ident - N/A

Visibility - 50.0 SM

Type of Flight Plan - NONE

Runway Lth/Wid - N/A

Cloud Conditions(1st) - UNK/NR

Type of Clearance - NONE

Runway Surface - N/A

Cloud Conditions(2nd) - UNK/NR

Type Approach Flown - NONE

Runway Status - N/A

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

-----Personnel Information-----

Pilot-In-Command

Age - 35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 247

Last 24 Hrs - 0

SE LAND

Months Since - 1

Make/Model- 30

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 63

Last 90 Days- 148

Multi-Eng - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKING OFF TO THE SOUTH, THE PLANE WAS OBSERVED TO CLIMB TO ABOUT 300 FT AGL, THEN TURN TO THE SOUTHWEST. POWER WAS REDUCED, AND WITHIN THREE TO FIVE MILES, THE AIRCRAFT WAS TURNED BACK TOWARD THE AIRSTRIIP. WHILE APPROACHING THE AIRSTRIIP AT ABOUT 500 FT AGL, THE AIRCRAFT WAS OBSERVED TO BANK SHARPLY TO THE LEFT, ENTER A STEEP DESCENT, AND CRASH.

Brief of Accident (Continued)

File No. - 507

2/20/82

SAINT JO, TX

A/C Reg. No. N3802E

Time (Lcl) - 1045 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - GROUND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 495 2/21/82 NEAR TEXARKANA, TX A/C Reg. No. N53731 Time (Lcl) - 1515 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	1	0	0	0
Pass	1	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 3

Eng Make/Model - LYCOMING O-320-A2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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 - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 525	Last 24 Hrs	- 1
Make/Model-	222	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, THE AIRCRAFT STRUCK A POWERLINE ABOUT 70 FT ABOVE THE RED RIVER. THE AIRCRAFT CRASHED IN THE RIVER AND DRIFTED ABOUT 2 MILES BEFORE IT WAS RECOVERED. THE PASSENGER'S BODY WAS RECOVERED ON 03/21/82 AND THE PILOT'S BODY WAS RECOVERED ON 05/15/83 APPROXIMATELY 400 MILES DOWN RIVER OF THE CRASH SITE.

Brief of Accident (Continued)

File No. - 495

2/21/82

NEAR TEXARKANA, TX

A/C Reg. No. N53731

Time (Lc1) - 1515 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 498 2/25/82 DALLAS, TX

A/C Reg. No. N8517Z

Time (Lcl) - 2200 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER

ON-DEMAND AIR TAXI

Type of Operation -NON SCHED, DOMESTIC, CARGO

Flight Conducted Under -14 CFR 135

Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH D18S

Landing Gear - TAILWHEEL-ALL RETRACT

Max Gross Wt - 8750

No. of Seats - 10

Eng Make/Model - P&W R-985

Number Engines - 2

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 985 HP

ELT Installed/Activated - YES/NO

Stall Warning System - UNK/NR

Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 304/011 KTS

Visibility - 6.0 SM

Cloud Conditions(1st) - 700 FT OVERCAST

Cloud Conditions(2nd) - UNK/NR INDEFINITE

Obstructions to Vision- HAZE

Precipitation - RAIN

Condition of Light - NIGHT (DARK)

Itinerary

Last Departure Point

AUSTIN, TX

Destination

DALLAS, TX

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Approach Flown - ILS - COMPLETE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DALLAS AIRPORT

Runway Ident - 35R

Runway Lth/Wid - 11388/ 200

Runway Surface - CONCRETE

Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI

SE LAND, ME LAND

Age - 57

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 10284

Make/Model- 240

Instrument- UNK/NR

Multi-Eng - 9716

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A NIGHT, ILS APPROACH, THE PLANE STRUCK A POWERLINE ABOUT TWO MILES SHORT OF THE RUNWAY AFTER THE PILOT WAS PROVIDED A LOW ALTITUDE ALERT. THE LEFT ENGINE LOST POWER AND WAS FEATHERED. THE PILOT FEARED POSSIBLE GEAR DAMAGE AND LEFT IT EXTENDED. UNABLE TO MAINTAIN ALTITUDE, THE PLANE CRASHED BEFORE REACHING THE RUNWAY. THE PILOT REPORTED ICE ACCUMULATING ON HIS WINDSHIELD DURING THE DESCENT, BUT STATED HE COULD SEE QUITE WELL THROUGH THE LEFT QUARTER. HE STATED HE WAS FLYING THE APPROACH WITH A GLIDE SLOPE INDICATION OF ONE DOT HIGH WHEN HE LEVELED OFF WITH AN ALTITUDE INDICATION OF ABOUT 800 FT MSL. BEFORE CRASHING, THE PILOT REPLIED TO AN ATC QUERY THAT HE WAS IN CONTACT WITH THE GROUND, HAD THE RUNWAY IN SIGHT, HAD ICE ON HIS WINDSHIELD, AND HIS GLIDESLOPE WAS NOT WORKING. A CHECK OF THE GLIDE SLOPE RECEIVER REVEALED IT WAS INOPERATIVE WITH A ONE DOT HIGH INDICATION. THE ALTIMETERS WERE CHECKED AND SHOWED ONLY A 70 FT DIFFERENCE. ELEVATION OF THE CRASH SITE WAS 596 FT MSL.

Brief of Accident (Continued)

File No. - 498

2/25/82

DALLAS, TX

A/C Reg. No. N8517Z

Time (Lcl) - 2200 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - ICING CONDITIONS
 3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
 4. COMM/NAV EQUIPMENT, ILS RECEIVER - INOPERATIVE
 5. FLIGHT/NAV INSTRUMENTS, ALTIMETER - UNDETERMINED
 6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 7. OBJECT - WIRE, TRANSMISSION
-

Occurrence #2 LOSS OF POWER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

8. MISCELLANEOUS - FOREIGN OBJECT DAMAGE
-

Occurrence #3 FORCED LANDING
Phase of Operation LANDING

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. TERRAIN CONDITION - SOFT
-

-----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) 1,2,3,4,5,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 510 3/04/82 FLOYDADA,TX A/C Reg. No. N2394Y Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	Crew 1	0	0
Flight Conducted Under	-14 CFR 137	Pass 0	0	0
Accident Occurred During	-MANEUVERING			

-----Aircraft Information-----

Make/Model	- PIPER PA-36	Eng Make/Model	- CONTINENTAL TS10-520	ELT Installed/Activated	- NO -UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 3400	Engine Type	- RECIP - FUEL INJECTED	Weather Radar	- UNK/NR
No. of Seats	- 1	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 060/003 KTS	ATC/Airspace
Visibility	- 10.0 SM	Type of Flight Plan
Cloud Conditions(1st)	- UNK/NR	- NONE
Cloud Conditions(2nd)	- UNK/NR	Type of Clearance
Obstructions to Vision	- DUST	- NONE
Precipitation	- NONE	Type Approach Flown
Condition of Light	- DAYLIGHT	- NONE

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4424	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 5	Make/Model - 134	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 82	Last 90 Days - 2
		Multi-Eng - 34	

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED ABOUT 500 FT NORTH OF THE FIELD THAT WAS BEING SPRAYED. AFTER IMPACT, IT TRAVELED ABOUT 90 FT ON A HEADING OF 060 DEGREES. GREEN GLASS FRAGMENTS WERE FOUND AT THE INITIAL IMPACT POINT AS WELL AS PROPELLER SLASH MARKS THAT WERE NEARBY. NO KNOWN WITNESSES OBSERVED THE CRASH. THE FLAGGER REPORTED THAT HE HAD DEPARTED WHEN THE PILOT HAD COMPLETED SPRAYING EXCEPT FOR CLEANUP SWATHS.

Brief of Accident (Continued)

File No. - 510

3/04/82

FLOYDADA, TX

A/C Reg. No. N2394Y

Time (Lcl) - UNK/NR

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. UNDETERMINED
 2. TERRAIN CONDITION - GROUND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 536 3/08/82 CHARLOTTE, TX A/C Reg. No. N700W Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -OTHER
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

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 - BEECH E18S	Eng Make/Model - P&W R-985	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 9300	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - UNK/NR
No. of Seats - 10	Rated Power - 450 HP	

-----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 - UNK/NR

Itinerary

Last Departure Point
SAN MIGUEL RANCH, TX
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

SAN MIGUEL RANCH
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
UNK/NR

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT CRASHED DURING TAKEOFF FROM A CLEARING ON A RANCH AND THEN WAS ABANDONED. THE AIRCRAFT LANDING GEAR STRUCK A CONCRETE TROUGH FOR WATERING CATTLE. DRUGS WERE FOUND ON BOARD THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 536

3/08/82

CHARLOTTE, TX

A/C Reg. No. N700W

Time (Lc1) - UNK/NR

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
 2. UNDETERMINED
-

-----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. - 489 3/17/82 NEAR STERLING CITY, TX A/C Reg. No. N82622 Time (Lcl) - 0930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 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- 180/005 KTS
Visibility - 5.0 SM
Cloud Conditions(1st) - 1000 FT OVERCAST
Cloud Conditions(2nd) - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FOSTER RANCH, TX
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)
STUDENT

Age - 33

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 200	Last 24 Hrs	- 1
Make/Model-	200	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT DEPARTED HIS RANCH STRIP REPORTEDLY TO CHECK ON CATTLE. THE PLANE CRASHED ON ROLLING TERRAIN IN A NOSE DOWN, LEFT BANK ATTITUDE AND BURNED. THERE WAS NO INDICATION THAT THE AIRCRAFT MOVED AFTER IMPACT. BOTH PROPELLER BLADES WERE TWISTED AND BENT. NO PREIMPACT FAILURE OR MALFUNCTION WAS FOUND CONCERNING THE AIRCRAFT'S STRUCTURE, CONTROLS, OR POWER PLANT.

Brief of Accident (Continued)

File No. - 489

3/17/82

NEAR STERLING CITY, TX

A/C Reg. No. N82622

Time (Lc1) - 0930 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 450 3/26/82 AUSTIN, TX A/C Reg. No. N5739Y Time (Lcl) - 1030 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	1	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 206
Landing Gear - SKI
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON C-28B3
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 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 - IMC
Wind Dir/Speed- UNK/NR
Visibility - 20.0 SM
Cloud Conditions(1st) - 250 FT OVERCAST
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- HAZE
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 - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 34
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5600
Make/Model- 2200
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 5450

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOW PASS OVER LAKE AUSTIN THE AIRCRAFT COLLIDED WITH POWER CABLES ABOUT 300 FEET ABOVE THE LAKE. WITNESSES REPORTED TWO LOUD CRACKING SOUNDS AND THAT THE HELICOPTER PITCHED UP AND GYRATED WILDLY THEN CONTINUED IN THE ORIGINAL DIRECTION OF FLIGHT AND CRASHED INTO THE LAKE AT ABOUT A 30 DEGREE NOSE DOWN ANGLE.

Brief of Accident (Continued)

File No. - 450

3/26/82

AUSTIN, TX

A/C Reg. No. N5739Y

Time (Lcl) - 1030 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. OBJECT - WIRE, TRANSMISSION
-

-----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. - 529

4/03/82

MASTERSON, TX

A/C Reg. No. N1524U

Time (Lcl) - 0920 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

1

0

0

Accident Occurred During -LANDING

Other

0

0

0

0

-----Aircraft Information-----

Make/Model - BALLOON WORKS 7-B

Eng Make/Model - N/A

ELT Installed/Activated - NO -N/A

Landing Gear - N/A

Number Engines - N/A

Stall Warning System - NO

Max Gross Wt - 500

Engine Type - N/A

Weather Radar - NO

No. of Seats - 2

Rated Power - N/A

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - IN PERSON

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 360/020 KTS

Visibility - 3.0 SM

Cloud Conditions(1st) - 25000 FT OVERCAST

Cloud Conditions(2nd) - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

AMARILLO, TX

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 - 37

Medical Certificate - UNK/NR

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL, CFI

Current - UNK/NR

Total - 43

Last 24 Hrs - UNK/NR

Months Since - UNK/NR

Make/Model- 43

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

FREE BALLOON

Instrument Rating(s) - NONE

-----Narrative-----

AFTER MAKING WEATHER OBSERVATIONS AND OBTAINING A WEATHER BRIEFING, THE INSTRUCTOR PILOT (IP) BRIEFED THE CHASE CREW OF THE EXPECTED NORTHERLY TRACK. THE IP AND STUDENT TOOK OFF AT 0705 CST AND ASCENDED TO 1200 TO 15000 FT AGL AND BEGAN TRACKING NORTH-NORTHWEST. AFTER SEVERAL ANTENNAS WERE NOTED DOWNWIND, AN ASCENT WAS MADE TO 3200 FT AGL AND THE BALLOON MOVED EASTERLY. AFTER DESCENDING, IT TRACKED DUE NORTH. THE BALLOON PROCEEDED INTO AN AREA OF UNFAVORABLE TERRAIN WITH NO EAST-WEST ROADS. ALSO, THE SKY CONDITION BECAME HAZY AND THE IP BELIEVED THE CHASE CREW WOULD HAVE DIFFICULTY FOLLOWING; THEREFORE, THEY CONTINUED FOR A RECOVERY NEAR A MAJOR ROAD. MEANWHILE, THE WIND PICKED UP TO 20 MPH. AT ABOUT 0920, A LANDING WAS MADE NEAR A HIGHWAY IN AN AREA COVERED WITH MESQUITE. DURING THE LANDING, CONTACT WAS MADE WITH SEVERAL OF THE MESQUITE, A FENCE, AND THE GROUND. THE ENVELOPE ALSO BRUSHED AGAINST A POWER LINE. THE STUDENT WAS INJURED DURING THE LANDING.

Brief of Accident (Continued)

File No. - 529

4/03/82

MASTERTSON, TX

A/C Reg. No. N1524U

Time (Lcl) - 0920 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. WEATHER CONDITION - HAZE
5. WEATHER CONDITION - HIGH WIND

Occurrence #2

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - TREE(S)
7. OBJECT - FENCE
8. OBJECT - WIRE, TRANSMISSION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 528 4/27/82 CHAPELL HILL, TX A/C Reg. No. N1774B Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED				
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 137	NONE	Pass	1	0	0
Accident Occurred During -MANEUVERING		Other	0	0	0

-----Aircraft Information-----

Make/Model - BOEING A75	Eng Make/Model - P&W R-985	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2700	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO	
No. of Seats - 1	Rated Power - 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	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 - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 4000 FT BROKEN	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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1180
SE LAND	Months Since - 11	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 60
		Instrument- 70
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PULL-UP FROM A SWATH RUN, THE RIGHT WING OF THE AIRCRAFT STRUCK THE TOP OF A 45 FT PECAN TREE. THE LOWER RIGHT WING TIP SEPARATED, AND THE AIRCRAFT ROLLED INVERTED AND CRASHED.

Brief of Accident (Continued)

File No. - 528

4/27/82

CHAPELL HILL, TX

A/C Reg. No. N1774B

Time (Lcl) - 1100 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - TREE(S)
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 452 2/09/82 NEWPORT NEWS,VA A/C Reg. No. N5218J Time (Lcl) - 0400 EST

-----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	0
Accident Occurred During -APPROACH		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 402B	Eng Make/Model - CONTINENTAL TS10-520E	ELT Installed/Activated - YES/NO
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 - 10	Rated Power - 3250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LOUISVILLE,KY	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	NEWPORT NEWS,VA	NEWPORT NEWS
Wind Dir/Speed- VARIABLE		Runway Ident - 07
Visibility - 1.5 SM	ATC/Airspace	Runway Lth/Wid - 8003/ 150
Cloud Conditions(1st) - 300 FT INDEFINITE	Type of Flight Plan - IFR	Runway Surface - CONCRETE
Cloud Conditions(2nd) - UNK/NR	Type of Clearance - RADAR ADVISORIES	Runway Status - DRY
Obstructions to Vision- FOG	Type Approach Flown - ILS - COMPLETE	
Precipitation - RAIN SHOWER		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1017
SE LAND,ME LAND	Months Since - 20	Make/Model- 153
	Aircraft Type - UNK/NR	Instrument- 55
		Multi-Eng - 180
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING HIS FIRST ILS APPROACH, THE LOCALIZER NEEDLE FLUCTUATED TO THE LEFT. HE MADE CORRECTIVE TURNS TO THE LEFT. WHEN HE BROKE OUT OF THE CLOUDS AT THE DECISION HEIGHT (DH), HE OBSERVED THE RUNWAY TO THE RIGHT AND MADE A MISSED APPROACH. AT THAT TIME, HE ASSUMED THAT HE MADE AN ERROR DUE TO A COCKPIT DISTRACTION WHEN HE TURNED ON HIS LANDING LIGHT. HE REPORTED THE SAME TYPE OF PROBLEM DURING HIS SECOND ILS APPROACH, EXCEPT THE FLUCTUATIONS WERE LARGER. AT THE DH, BOTH OF HIS ILS LOCALIZER NEEDLES SHOWED THAT HE WAS RIGHT OF COURSE. HE SAW A ROW OF LIGHTS TO HIS LEFT THAT HE THOUGHT WAS THE RUNWAY. AFTER HE TURNED LEFT AND DESCENDED, HE REALIZED THEY WERE STREET LIGHTS. DURING HIS CLIMB FOR ANOTHER APPROACH, THE RIGHT WING STRUCK A TREE. HE ENCOUNTERED THE SAME ILS PROBLEM ON A THIRD APPROACH, BUT LANDED SAFELY. A CHECK OF THE ILS TRANSMITTERS AND BOTH RECEIVERS REVEALED NO MALFUNCTION OR FAILURE. THE PLANE HAD AN AUTOPILOT FRONT/BACK SWITCH, WHICH WAS REPORTEDLY SET ON "FRONT".

Brief of Accident (Continued)

File No. - 452

2/09/82

NEWPORT NEWS, VA

A/C Reg. No. N5218J

Time (Lcl) - 0400 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. COMM/NAV EQUIPMENT, ILS RECEIVER - UNDETERMINED
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. OBJECT - TREE(S)

-----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. - 526 4/26/82 HOT SPRINGS, VA A/C Reg. No. N37990 Time (Lcl) - 1400 EPT

-----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 - BEECH 90
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 8800
No. of Seats - 8

Eng Make/Model - P&W PT6A-135
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 750 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR
Weather Radar - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- VARIABLE
Visibility - .125 SM
Cloud Conditions(1st) - 300 FT INDEFINITE
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CLEVELAND, OH
Destination
HOT SPRINGS, VA

Airport Proximity
ON AIRPORT

Airport Data

INGALLS
Runway Ident - 24
Runway Lth/Wid - 5601/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Approach Flown - ILS - COMPLETE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 10092	Last 24 Hrs - 1
Make/Model- 314	Last 30 Days- UNK/NR
Instrument- 1657	Last 90 Days- 92
Multi-Eng - 13092	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING AN ILS APPROACH, HE DELAYED AT THE DECISION HEIGHT FOR SEVERAL SECONDS UNTIL HE HAD A GOOD VIEW OF THE RUNWAY. THE AIRCRAFT TOUCHED DOWN 671 FT FROM THE DEPARTURE END OF THE RUNWAY IN LIGHT AND VARIABLE WIND CONDITIONS. THE PILOT REPORTED THAT ONCE HE REALIZED WHERE HE WAS ON THE RUNWAY, IT WAS TOO LATE TO ABORT THE LANDING. THE AIRCRAFT CONTINUED BEYOND THE END OF THE RUNWAY FOR 377 FT BEFORE COMING TO REST IN SOFT DIRT ON ITS NOSE.

Brief of Accident (Continued)

File No. - 526

4/26/82

HOT SPRINGS, VA

A/C Reg. No. N37990

Time (Lcl) - 1400 EPT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
7. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 405 4/08/82 BASIN CITY,WA A/C Reg. No: N9546P Time (Lcl) - 1600 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -CROP CONTROL RELATED FLIGHT	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING	Crew	0	0	0	0
	Pass	0	0	0	0
	Other	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 1	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NRTS	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 - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 476
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 175
		Instrument- 30
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

DURING A RETURN TRIP TO THE LANDING AREA FROM A DUSTING RUN THE ENGINE STOPPED. THE MAIN LANDING GEAR CAUGHT WIRES DURING AN ATTEMPTED LANDING TO A FIELD AND THE AIRCRAFT TURNED OVER BEFORE COLLIDING WITH THE GROUND. THE FUEL TANKS WERE FOUND EMPTY AND THE LOW LEVEL FUEL INDICATOR INOPERATIVE. THE FUEL INDICATOR SHOWED FULL.

Brief of Accident (Continued)

File No. - 405

4/08/82

BASIN CITY,WA

A/C Reg. No. N9546P

Time (Lcl) - 1600 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE INSTRUMENTS,FUEL QUANTITY GAUGE - FAILURE,TOTAL
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. OBJECT - WIRE,TRANSMISSION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 525 4/16/82 RICHLAND, WA A/C Reg. No. N1814B Time (Lc1) - 2100 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -CRUISE		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 77	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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- 250/025 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Cloud Conditions(1st) - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Cloud Conditions(2nd) - 18000 FT OVERCAST	Type Approach Flown - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT (DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 90
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 2
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLYING OVER A GOVERNMENT RESERVATION AT NIGHT, THE AIRCRAFT STRUCK THE SIDE OF A MOUNTAIN ABOUT 1000 FT BELOW THE MOUNTAIN TOP. A SEAT BELT "D-RING" FAILED AND THE PILOT WENT THROUGH THE WINDSHIELD WHEN THE AIRCRAFT STRUCK A SLOPE OF ABOUT 60 DEGREES. THE PILOT AND AIRCRAFT WERE FOUND THE NEXT MORNING WHEN A US ARMY HELICOPTER AIRCREW HEARD THE ELT SIGNALS. THE PILOT SUFFERED FROM EXPOSURE, A BROKEN LEG, AND FACIAL INJURIES.

Brief of Accident (Continued)

File No. - 525

4/16/82

RICHLAND,WA

A/C Reg. No. N1814B

Time (Lcl) - 2100 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 4. TERRAIN CONDITION - HIGH TERRAIN
 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 424

4/17/82

ESPANOLA,WA

A/C Reg. No. N9231W

Time (Lcl) - 0530 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 -CROP CONTROL RELATED FLIGHT

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire

NONE

-----Aircraft Information-----

Make/Model - WEATHERLY 201C

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3500

No. of Seats - 1

Eng Make/Model - P & W R985-AN3

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 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- 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

SAME AS ACC/INC

Destination

DEER PARK,WA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

AG STRIP

Runway Ident - 27

Runway Lth/Wid - 2600/ 50

Runway Surface - GRAVEL

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Approach Flown - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND,ME SEA

HELICOPTER

Age - 60

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 27800

Make/Model- 800

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 6

Last 30 Days- 70

Last 90 Days- UNK/NR

Rotorcraft - 274

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING CLIMB THE ENGINE POWER SUDDENLY WENT TO IDLE. A FORCED LANDING WAS MADE IN A SOFT PLOWED FIELD WHERE THE AIRCRAFT NOSED OVER. NO MECHANICAL MALFUNCTIONS WERE FOUND DURING THE ENGINE EXAMINATION HOWEVER IT WAS NOTED THAT CONDITIONS WERE CONDUCIVE TO CARBURETOR ICING.

Brief of Accident (Continued)

File No. - 424

4/17/82

ESPANOLA,WA

A/C Reg. No. N9231W

Time (Lc1) - 0530 PST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. MISCELLANEOUS - UNDETERMINED
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 416

4/19/82

DARRINGTON, WA

A/C Reg. No. N9131F

Time (Lcl) - 1010 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	1	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	3	
Accident Occurred During	-LANDING		Other	0	0	0	0	

-----Aircraft Information-----

Make/Model	- HUGHES 500C	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2400	Engine Type	- TURBOPROP	Weather Radar	- NO
No. of Seats	- 5	Rated Power	- 278 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GLACIER, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MT. BAKER, WA	Runway Ident - N/A
Wind Dir/Speed - 060/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 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 - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3685
SE LAND	Months Since - 5	Make/Model - 2402
HELICOPTER	Aircraft Type - C-152	Instrument - 0
		Last 24 Hrs - 4
		Last 30 Days - UNK/NR
		Last 90 Days - 41
		Rotorcraft - 2909

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN APPROACH TO A 9100 FOOT HIGH SNOW COVERED LANDING SITE THE WIND SHIFTED TO A TAILWIND CONDITION. THE PILOT ELECTED TO CONTINUE AND ATTEMPTED A SKID ON LANDING. WHILE SKIDDING THROUGH THE SNOW THE LEFT SKID IMPACTED RISING TERRAIN UNDERNEATH A 12 INCH SNOW PACK. THE LEFT SKID SEPARATED UPWARDS AND THE HELICOPTER ROLLED OVER.

Brief of Accident (Continued)

File No. - 416

4/19/82

DARRINGTON,WA

A/C Reg. No. N9131F

Time (Lc1) - 1010 PST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
4. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - TAILWIND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR,SKI ASSEMBLY - OVERLOAD

Occurrence #3 ROLL OVER
Phase of Operation STANDING - STARTING ENGINE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 462 4/24/82 HARTLINE,WA A/C Reg. No. N2933W Time (Lcl) - 0630 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-APPLYING SEEDS, CHEMICALS, ETC	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 137	NONE		0	0	0	0
Accident Occurred During	-LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model	- WEATHERLY 201A	Eng Make/Model	- P & W R985-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3500	Engine Type	- RECIPROCATING-CARBURETOR	Weather Radar	- NO
No. of Seats	- 1	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 210/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Cloud Conditions(1st)	- NONE	Type of Clearance	- N/A
Cloud Conditions(2nd)	- NONE	Type Approach Flown	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total - 21813	Last 24 Hrs - 6
SE LAND,ME LAND,SE SEA	Months Since - 13	Make/Model- 57	Last 30 Days- 37
	Aircraft Type - C-185	Instrument- 2698	Last 90 Days- 210
		Multi-Eng - 3544	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING ON A ROADWAY, THE RIGHT MAIN LANDING GEAR ENCOUNTERED SOFT, LOOSE DIRT. THE PILOT APPLIED LEFT BRAKING ACTION TO MAINTAIN DIRECTIONAL CONTROL, AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 462

4/24/82

HARTLINE,WA

A/C Reg. No. N2933W

Time (Lcl) - 0630 PST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 477 4/28/82 CAMAS,WA

A/C Reg. No. N3691J

Time (Lcl) - 1610 PDT

-----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 150G

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- 280/015 KTS

Visibility - 15.0 SM

Cloud Conditions(1st) - 3000 FT

Cloud Conditions(2nd) - 5000 FT

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

PORT OF CAMAS

Runway Ident - 25

Runway Lth/Wid - 2600/ 100

Runway Surface - GRAVEL

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 33

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 40	Last 24 Hrs -	2
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Make/Model-	3	Last 30 Days-	3
-------------	---	---------------	---

Instrument-	1	Last 90 Days-	3
-------------	---	---------------	---

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RECEIVING 2.9 HRS OF DUAL INSTRUCTION IN THIS MAKE AND MODEL OF AIRCRAFT, THE STUDENT PROCEEDED ON A SUPERVISED SOLO FLIGHT. THE FIRST APPROACH AND LANDING WERE OBSERVED BY THE INSTRUCTOR TO BE NORMAL. THE SECOND APPROACH WAS MADE WITH 20 DEGREES OF FLAPS. THE STUDENT ESTIMATED THAT THE WINDS WERE FROM 250 DEGREES AT 8 GUSTING 12 KNOTS. THE STUDENT REPORTED THAT HE WAS AT AN ALTITUDE OF ABOUT 6 FT AGL AND AN AIRSPEED OF 50 MPH WHEN THE NOSE CAME UP INTO A STALL AND THE PLANE FELL. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED DURING TOUCHDOWN.

Brief of Accident (Continued)

File No. - 477

4/28/82

CAMAS, WA

A/C Reg. No. N3691J

Time (Lcl) - 1610 PDT

Occurrence HARD LANDING
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 FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 406 8/04/82 SNOHOMISH, WA A/C Reg. No. N5001Z Time (Lcl) - 2000 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 - PIPER PA-22-108	Eng Make/Model - LYCOMING O-235-C1B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	Weather Radar - NO
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CORDALLS,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SNOHOMISH,WA	HARVYFIELD
Wind Dir/Speed- 360/006 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600 -UNK/NR
Cloud Conditions(1st) - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - UNK/NR	Type Approach Flown - VISUAL FULL CIRCUIT	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 240
SE LAND	Months Since - 3	Make/Model- 240
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 180

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE KEPT HIS SPEED UP AND LANDED FARTHER DOWN THE RUNWAY THAN USUAL DUE TO OTHER TRAFFIC. AFTER TOUCHDOWN HE FOUND THAT THE BRAKES HAD FAILED SO HE ATTEMPTED TO SLOW DOWN THE AIRCRAFT BY SWERVING BACK AND FORTH AND FINALLY TURNING OFF ON A TAXIWAY AT WHICH TIMETHE AIRCRAFT NOSED OVER. THE PILOT STATED THAT EXAMINATION REVEALED THAT THE MASTER CYLINDER FAILED.

Brief of Accident (Continued)

File No. - 406

8/04/82

SNOHOMISH,WA

A/C Reg. No. N5001Z

Time (Lc1) - 2000 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 591 4/27/82 NEW LONDON,WI A/C Reg. No. N68710 Time (Lcl) - 1950 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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- 130/006 KTS
Visibility - 20.0 SM
Cloud Conditions(1st) - NONE
Cloud Conditions(2nd) - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
OSHKOSH,WI
Destination
NEW LONDON,WI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - CONTACT

Airport Proximity
ON AIRPORT

Airport Data

NEW LONDON
Runway Ident - 18
Runway Lth/Wid - 2550/ 50
Runway Surface - GRASS/TURF
Runway Status - WATER COVERED
SOFT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE 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	- 96	Last 24 Hrs	- UNK/NR
Make/Model-	21	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO LAND ON A PRIVATE STRIP HE WAS NOT FAMILIAR WITH. HE WAS NOT AWARE OF THE 3-4 INCHES OF STANDING WATER ON THE SOD SURFACE WHEN HE TOUCHED DOWN. THE AIRCRAFT NOSED OVER DURING LANDING ROLL.

Brief of Accident (Continued)

File No. - 591

4/27/82

NEW LONDON, WI

A/C Reg. No. N68710

Time (Lcl) - 1950 CDT

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 597 5/10/82 DUNBAR, WV A/C Reg. No. N7583H Time (Lc1) - 1740 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	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 - PIPER PA-12
Landing Gear - AMPHIBIAN
Max Gross Wt - 1625
No. of Seats - 3

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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- 340/007 KTS
Visibility - 25.0 SM
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Approach Flown - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 61
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	1624
Make/Model-	6
Instrument-	254
Multi-Eng -	605
Last 24 Hrs -	0
Last 30 Days-	UNK/NR
Last 90 Days-	9
Rotorcraft -	522

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF EASTBOUND TOWARD MULTIPLE POWER LINES THAT CROSSED THE RIVER. THE AIRCRAFT CLIMBED TO ABOUT 100 FEET AND WAS TURNING LEFT AWAY FROM THE WIRES WHEN IT NOSED OVER AND CRASHED INTO THE RIVER. THE PILOT DID NOT HAVE A SEAPLANE RATING BUT HAD RECENTLY BEEN RECOMMENDED TO TAKE THE SEAPLANE TEST.

Brief of Accident (Continued)

File No. - 597

5/10/82

DUNBAR,WV

A/C Reg. No. N7583H

Time (Lcl) - 1740 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - WIRE,TRANSMISSION

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. TERRAIN CONDITION - WATER,GLASSY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 453 3/14/82 CHEYENNE,WY A/C Reg. No. N9WF Time (Lc1) - 2005 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	2
Accident Occurred During -TAKEOFF		Other 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 210M	Eng Make/Model - CONTINENTAL IO-520-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP - FUEL INJECTED	Weather Radar - NO
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DEVILS LAKE,ND	CHEYENNE MUNICIPAL
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Cloud Conditions(1st) - 4000 FT SCATTERED	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 - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 570
SE LAND,SE SEA	Months Since - 23	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 70
		Instrument- 62
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT INITIATED HIS TAKEOFF ON RUNWAY 12 FROM AN INTERSECTION WITH RUNWAY 16. FROM THIS INTERSECTION, THERE WAS 2175 FT OR RUNWAY REMAINING. DURING THE TAKEOFF, THE AIRCRAFT STRUCK THE ROOF OF A GARAGE ABOUT 360 FT FROM THE DEPARTURE END OF THE RUNWAY. THE AIRCRAFT THEN STRUCK A POWER POLE, POWER LINES, TELEPHONE LINES, A HOUSE TOP AND A PICKUP TRUCK. AN EXAMINATION OF THE AIRCRAFT AND ACCIDENT SITE REVEALED NO EVIDENCE OF A PREIMPACT, MECHANICAL MALFUNCTION OR FAILURE. THE PILOT HAD NOT CALCULATED HIS TAKEOFF ROLL BEFORE STARTING HIS DEPARTURE AND HAD NOT USED A SHORT FIELD TAKEOFF PROCEDURE. THE DENSITY ALTITUDE WAS ABOUT 6700 FT. FOR THE ALTITUDE AND WEATHER CONDITIONS, AN ESTIMATE GROUND ROLL TO CLEAR A 10 FT OBSTACLE WAS ABOUT 2241 FT.

Brief of Accident (Continued)

File No. - 453

3/14/82

CHEYENNE, WY

A/C Reg. No. N9WF

Time (Lc1) - 2005 MST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 5. VLOF - NOT OBTAINED - PILOT IN COMMAND
 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 7. OBJECT - BUILDING(NONRESIDENTIAL)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,7



NTSB
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Brief Format
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